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ZIG-ZAGGING
ROUND
THE WORLD

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Round the World



In the British Empire
and
Other Lands

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ROUND THE WORLD

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SIGHT-SEEING

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ZIG-ZAGGING ROUND THE WORLD

A record of three years' wandering
in the British Empire
and other lands
1919-1922



BY

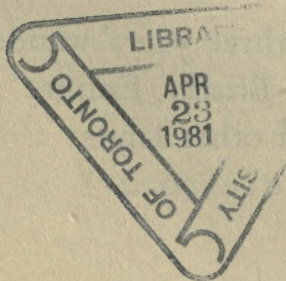
ROBT. D. McEWAN

57081

WITH 78 ILLUSTRATIONS

LONDON
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*To my companion during many years
and on many voyages, of which
the latest is recorded in these pages.*

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PREFACE

THE writer, accompanied by his wife, made the journey recorded in this volume, the narrative chapters being written during the tour.

The pictorial record cannot be fully reproduced, but a selection has been made mostly to illustrate the special chapters on visits to outstanding places.

The strongest argument for making any record of these prolonged wanderings throughout the scattered British Empire and many other lands is that they gave quite unusual opportunities for comparisons. Many have seen and written about some of the places included, but few men and fewer women have seen, and seen at such leisure, all the countries which were visited in the three years of what has been called "Zig-zagging Round the World." Over 80,000 miles were covered, and we voyaged in forty-six different steamers of every variety of size, accommodation, and method of propulsion. We travelled also on railways of all gauges and rates of progression, with luxurious equipment and extreme simplicity; with beds in which you could sleep and others well planned to keep you awake. Motor cars of even greater variety were utilised, and as for animal traction, about the only beast of burden omitted was the llama of South America. The itinerary is appended, and a rough route sketch is made on the book cover.

ROBT. D. McEWAN.

9 EGLINTON DRIVE,
GLASGOW.

November, 1922.

PREFACE

The editor is indebted to the author for the
many valuable suggestions and criticisms
which have been received during the
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THE AUTHOR

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ITINERARY

1919

- August* - - Liverpool to Canada and over the prairies to Banff.
- September* - - Over the Rockies to Vancouver.
- October* - - Victoria, B.C., and Seattle, U.S.A.
- November* - - Oregon and California.
- December* - - Los Angeles, Arizona, New Orleans, Cuba.

1920

- January and February* } Jamaica.
- March* - - New York and Brazil.
- April* - - Argentina.
- May* - - Iguazu Falls, Chile.
- June* - - Bolivia, Peru, Panama, San Francisco.
- July and August* } Honolulu.
- September and October* } New Zealand.
- November and December* } Australia and Tasmania.

1921

- January* - - Sydney and Singapore.
- February* - - Malay States, Burma.
- March* - - Burma, Singapore to Japan.
- April* - - Japan.
- May* - - Japan, Korea, Manchuria, China.
- June* - - China, Philippines, Singapore.
- July* - - Java.
- August and September* } Malay States.
- October* - - Ceylon, India.
- November* - - North India.
- December* - - Karwi, Gwalior, Agra.

1922.

- January* - - Delhi, Rajputana, Bombay.
- February* - - Egypt, Piræus, Dardanelles, Levant.
- March* - - Syria, Palestine.
- April* - - Gibraltar, Morocco, Algiers.
- May* - - Spain, Portugal, London.

I.

Canada.

NO ocean voyage is possible at the present time without being seriously affected by war conditions.

Our experience of being called upon to sail from an obscure dock in Liverpool on a Sunday forenoon would certainly never have been dreamt of in pre-war times, but the plan proved to be impossible owing to labour troubles, and we were kept in the Mersey Basin until the forenoon of the following day, when we sailed, having as fellow-passengers about fourteen hundred Canadian troops and their dependents.

One could not help comparing the experience of sailing out to Cape Town during the Boer war, with troops looking forward to battle, to that of the present voyage with war-worn troops returning home. In the earlier experience the men were fresh from civilian occupation, many of them wholly untrained soldiers, enlisted as Imperial Yeomanry, without any knowledge of horses, and generally of an entirely different class from that usually enlisted in that arm of military service. Our fellow-voyagers on this occasion were veterans, although in many cases they were not much more than youths, and were going home to resume peaceful occupations after a well-earned rest, their fighting days, let us hope, for ever done.

Naturally the whole passage was affected by the presence of the troops, and practically all the passengers intermixed. There was great good feeling as well between officers and men as between soldiers and the civilian passengers. Much was done for the provision of exercise and amusement for the troops, and the large number of children was not overlooked. Entertainments were arranged, including a baby show, for which no fewer

Zig-Zagging Round the World

than fifty babies were ranged on exhibition, the decision of the two prizes being by a universal vote of all passengers. Two additional voyagers of the baby class, who were not on the books when the ship left Liverpool, did not compete.

The passage was the first of the season to the north of Newfoundland, and, as few on board had had the experience of entering Belle Isle Strait, there was very great interest. Fortunately, the weather was clear, as for over twenty-four hours the ship was right among the icebergs, many of which we passed quite closely. The passage up the gulf was exceedingly attractive, latterly with prominent outlines of land visible on each side, and on two nights there was full moonlight, with a magnificent display of northern lights.

All the troops disembarked at Quebec, a most picturesque city, with, on the Heights of Abraham, the Chateau Frontenac and Parliament buildings. An entire day was spent sailing up the river to Montreal, finishing there a very happy voyage.

Twelve years had passed since the writer had been in Canada, and many changes had occurred in Montreal. Building up the mountain had proceeded with extraordinary rapidity, Mount Royal itself being now practically encircled by dwellings. The problem of housing in a country where there are no limits to the land available, and the common material "lumber" is close at hand, can never be as acute as in the old country; but, nevertheless, there is in most of the cities of Canada, at the present time, a dearth of house accommodation. All that Canada has to do is to run a tram-car line where ground is available, and houses spring up like mushrooms. In recent years there has been large extension westwards along the north bank of the St. Lawrence, and there had been set down almost continuous villages and houses with good grounds, beautiful surroundings, and golf courses.

Certainly, the Canadians are satisfied with conditions

Canada

of tram-car travelling which would never be tolerated at home. Their lines are roughly laid, and the bed, as well as the manipulation of brakes, constantly jolts the passengers ; they, however, patiently submit, as they do to conditions of railway travelling, which are certainly not improved during the interval since the writer had last experienced them. Night travelling *via* railway is still mainly in the old Pullman pattern of coach, with upper and lower berths. There are a few compartments somewhat like those of our home sleeping-cars, but with upper and lower berths for two, and there are so-called drawing-room ends, costly beds placed right over the pivot of the bogie, which is, owing to the size, a good deal noisier than on the home coaches ; but the main disadvantage all through is that the last thing the railway staff seem to consider is that passengers pay for a bed on purpose to sleep.

The feeding arrangements can no more be commended than the sleeping. In the old days there were fixed meals provided ; now the food is served *a la carte*, and supposed to be specially prepared when ordered. This really means that all kinds of food come on board cooked or half-cooked, and are put before the passengers when they order, fresh from the heating stove, but certainly not freshly cooked.

There was noticeable a marked advance in the street-lighting system, particularly in Toronto residential streets. These are lighted by closely-set electric lamps, not over seven feet from the ground, and each lamp has displayed the street number of the house situated most nearly to it. The next best lighted city was Vancouver, but the improvement is confined to certain streets ; possibly the system is in course of extension.

In the neighbourhood of all the Canadian cities visited there were dustless roads, on which it is possible to have at any time of the year a pleasant motor outing, and it is not, as with us, to the disadvantage of foot

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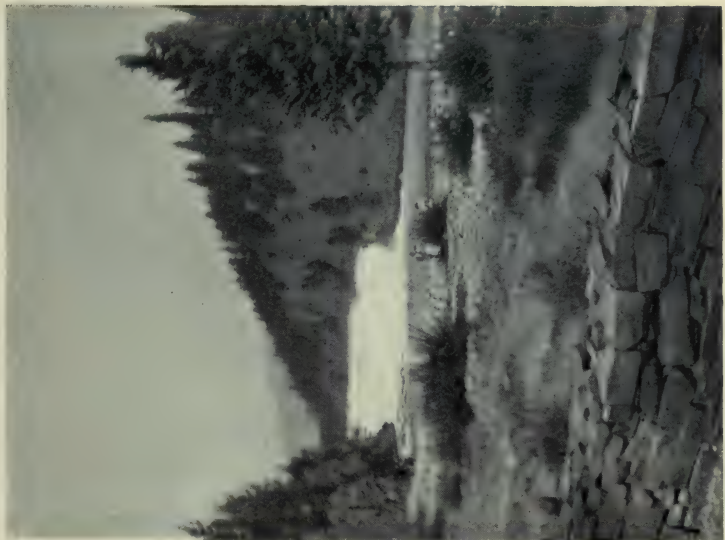
travellers. Indeed, the motoring highway idea seems to have so strongly caught on in Canada and the Western cities that long-distance highways are now being planned which will very seriously interfere with railway passenger traffic.

It looks as if the future of transport would be, for all but long-distance travellers, by motor or street car, and that their baggage and light perishable goods would use the same means, while to railways would be left only *through* passengers and heavy freight. The question of good roads is of very great interest in Canada for the future, and it is occupying the attention of all public bodies from the Dominion Parliament to small municipal councils.

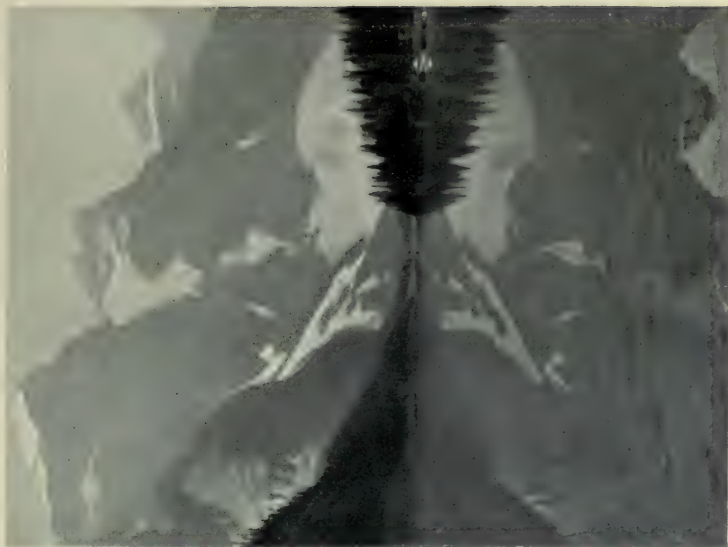
Toronto, twelve years ago, was a city on a plain, the area occupied being almost a dead level, but there has been a very happy outspreading northwards on rising and undulating ground, which was covered with trees, and there has been great wisdom in so placing the residences as to necessitate very little disturbance of these trees, consequently the appearance is of a well-shaded garden city long established.

While comparisons of earlier visits can be made with Eastern cities, Western Canada was wholly new to us.

The experience of one night's railway journey from Montreal to Toronto made us desire to avoid a repetition, and that we were able to do by taking a lake steamer from Port Macnicol, on Lake Huron, to Fort William, on Lake Superior. We were fortunate in having this journey on a comfortable Fairfield boat, the *Keewatin*. The commencement of the voyage was through what was called "the ten thousand islands" with beautiful scenery at each end, and during the middle of the second day near Sault Ste. Marie, where a canal is the means of passage from the one lake to the other. A full day's journey from Fort William brought us to Winnipeg, a thoroughly prairie city, but though



1—BOW RIVER, BANFF, CANADIAN ROCKIES.



2—LAKE LOUISE, CANADIAN ROCKIES.



3—LAKE AGNES, CANADIAN ROCKIES



4—LAKE LOUISE, CANADIAN ROCKIES

Canada

only a few years ago a Western outpost, now a meeting-place of East and West. There was every appearance that its situation would make this more and more an exchange point of traders, with enormous possibilities for the future. From Winnipeg we made a twenty-seven hour continuous journey over plains, passing many of the rising Western cities, including Calgary, just on the eastern edge of the mountains, giving promise of great importance in days to come.

Soon after Calgary continuous ascent begins towards Banff, the gateway of the Rockies, which has the misfortune of being now the popular resort of hurried trippers from the plains and from the United States. All the sights are planned for visits by motors ; they are so numerous and the roads are so dusty that walkers or " hikers " must take to the trails on the mountains.

Banff makes one acquainted with distant views, but at Lake Louise a much closer and consequently more impressive view is had. The isolated lake, with its bluey-green shade and the mirroring in the waters of the exact counterpart of everything above, is most impressive. One view of it at the beginning of dawn, when the sun just coloured the tips of the snow-covered mountains, with every detail repeated conversely in the lake, is a picture which we shall treasure in our memory. The surroundings of Lake Louise rival, if they do not excel, itself. Morain Lake and the Valley of the Ten Peaks may well some day be more of a centre for tourists. Paradise Valley, less accessible at present, gives an even finer impression of a basin surrounded by giant mountains than does the valley at the head of Lake Louise.

It was too late in the season to visit Glacier in the Selkirks, but a few days spent in perfect weather at Emerald Lake were most enjoyable. The Yoho Valley and the Takakkaw Falls are certainly the finest excursion which on this journey we were privileged to make, and well repay the toil involved. One could write endlessly and

Zig-Zagging Round the World

always with enthusiasm regarding the Rockies of Canada. It has to be remembered that the few show places visited are only what are accidentally in the line of the railway, and that there are many places equalling or even surpassing them in interest throughout the enormous long and deep stretch of mountains separating Alberta from British Columbia.

Much has been published regarding the fruit-growing possibilities of British Columbia, and as the season of the year, the middle of their harvest, gave unique opportunity, several days were spent visiting the Okanagan Valley and lake. In all the southern part there is fruit-growing, but the large centres are Vernon, Kelowna, and Penticton. The great bulk of the growth is apples, but plums, pears, peaches, prunes, melons, and tomatoes are all grown, as well as celery and onions. It was very impressive to see mile after mile of orchards, or "ranches," as they are called out here, loaded with fruit, the only difficulty being to find labour to pick and to pack it, and it seemed as if this industry were only at its beginning.

After thousands of miles of prairie and mountain it is exceedingly interesting to come again to tidal waters. The impression of Vancouver is, to an old-country mind, very marked. Here the largest ocean steamers seem to come alongside residential dwellings and gardens. In a fairly large city you meet youths and children walking a few blocks with their towels and bathing-dresses to have a dip in the sea.

Stockholm, Hamburg, and many cities in Holland are filled with waterways in lieu of streets, but Vancouver has so many arms of the sea that it takes a stranger some little time to know just where they lie, and he can always be sure that there is deep sea at no great distance from wherever he is. Owing to the lateness of our visit, it was not possible to do more than see the Capilano Gorge, among the mountains to the north of Vancouver, and to

sail one day up Howe Sound, a repetition of a Norwegian fiord. These are only small and insignificant samples of a limitless and largely unopened land of delights for the mountaineer and the tourist who can do some walking. Already the active, hard-working men and women of British Columbia have tasted its merits for thorough recuperation.

From Vancouver we crossed on a lovely day through narrow passages between islands, like the Kyles of Bute on a large scale, to Victoria the capital of British Columbia, beautifully situated on an inlet of Vancouver Island. Strangely, our furthest west point proves to be the most British in appearance and ways. As in Vancouver, there is some lumber industry, and, mostly created by the war, a small shipbuilding plant. Yarrow have at Esquimalt (pronounced Iskwmalt), near what remains of the Government docks, a ship-repairing yard. The prospect of iron shipbuilding in the Province depends on the possibility of an iron and steel home production. For this, nature has provided coal and iron ore within easy water transport. Already there are many speculators at work on the project. It only needs some hard-headed, thoroughly practical man to take hold and see the dreams realised.

Two questions friends at home will naturally ask. What of the liquor question? We were hardly conscious that it had any serious concern for all but a small majority, and these not the present-day brain and muscle of the nation. Here and in the United States they won't ever again have bars and saloons. The men who matter won't waste time discussing the question, and, in spite of all forebodings, everyone, distiller, liquor-seller, landlord of property where a saloon was, and particularly the working-man, his wife and children, are better off than ever before.

What about labour unrest? There is no more of that than is inevitable and possibly wholesome after the turn up which the war has everywhere made. Much of

Zig-Zagging Round the World

it is caused by the returning soldiers, who frequently find an entrenched shirker on their job. Instances were heard of, in which men had returned to better positions, and undoubtedly service men will soon show that the war experience has made them a valuable asset to the country, which it would be folly not to fully use.

This vast country, which, let us never forget, has a greater area than that of the United States, with less than a tenth of the population, has only made a beginning of developing her resources. New areas are being opened year by year, each more productive than the last. Athabasca and the Peace River are in everyone's mouth to-day. To-morrow other now unknown lands will be opened out. What to do with and for the boys who have fought for us is the question of the day. They have led the Empire to victory. The Empire should let them lead us to develop the resources of this most wonderful Dominion.

II. Western Seaboard of the United States.

THE preceding notes on Canada were written on two wet days experienced in Victoria. These were, as often happens here, followed by several days of very exceptional clearness of atmosphere, during which we made a motor journey half way up Vancouver Island. The roadway for many miles has a hard surface, is dustless, and throughout it is good. After passing the Malahat, a mountain road affording beautiful views of inland and seawards scenery, we descended on a fairly well-populated community—Duncans—which, in spite of its Scottish name, is said to be more English than even Victoria. In the evening, after a one hundred and ten miles drive, we reached Cameron Lake, a small gem-like sheet of water among wooded mountains, with a small hotel on the railway station, run by the Canadian Pacific. As there had been no visitors during the week, advantage had been taken to invite a party of convalescent soldiers from a hospital at Qualicum, ten miles off. We found among them two Scottish boys, one from Glasgow and another from the Moray Firth. The following day we drove through the heavy timber of Vancouver Island to Alberni, a port at the head of an inlet from the western side of the island, open to the Pacific Ocean. That evening we learned that the engineer superintendent of this section of the railway lived close by, and that he and his wife, both Scottish, proposed for the last outing of the season to climb Mount Arrowsmith, the best viewpoint in the district. So the next morning early we started to climb 5,700 feet on a good trail, which had many

Zig-Zagging Round the World

years before been marked off by our conductor. The view amply rewarded the effort, as from above the clouds every detail of the high mountains of British Columbia mainland, along Georgian Sound, eighty to a hundred miles away, was distinctly visible, while to the south the prominent heights of Mount Baker and Mount Rainier, in Washington State, about two hundred miles away, were plainly seen, high above the clouds.

We passed into Uncle Sam's territory at Seattle, Washington State, one of the most outstanding examples of rapid growth in the new country of the north-west. Here, within a few miles of virgin forest, are towering many flatted office buildings, rivalling New York, and a bewildering noise of clanging street cars and railways. As in Vancouver, there is ample harbourage, deep water ways of Nature's providing, which could accommodate, with very simple wharf construction, many vessels and enormous tonnage. During the war there has been extensive shipbuilding here of wooden as well as steel ships. It is quite recognised that only the exigencies of the war warranted the latter, as the materials required were all produced in the east. When the Armistice came, it was accepted that the building of wooden ships was no longer advisable, and the work was stopped as it reached suitable stages, so there are now between forty and fifty vessels lying in Union Lake, Seattle, which the U.S. Government has wisely decided to sell as they are, believing that such a realisation will be beneficial to the national purse. Are there not some similar British war ventures on which it would be advisable to face the loss and save our British exchequer? While Seattle's huge sky-scraper buildings may be regretted, her most desirable residential suburbs can only be admired and envied. The undulating ground, with salt and fresh water areas interspersed, lends itself to good sites. Almost without exception beautiful gardens are left unfenced, and vandalism, such as our town and suburban houses are subject to, is quite

Western Seaboard of the United States

unknown. All the roadways are of concrete, and every householder seems to have his automobile, which is allowed to stand or be "parked," as is the current term, outside his lot. There is a most extensive municipal market in Seattle, from which it was possible to estimate the cost of living as regards food as being distinctly less than in Great Britain. Possibly this is offset by the greater cost of clothing, but even footwear did not seem to exceed present home prices.

Tacoma and Portland, each older than Seattle, have been surpassed in growth by the northmost city of the United States Pacific slope, and it is a safe prophecy that she is destined to become a huge hive of industry and the avenue of large commerce with trans-Pacific countries. Seattle and Tacoma share an industrial atmosphere which was reminiscent of the Clyde Valley, soft coal being used with imperfect combustion. Dull cloudy days succeeded each other, so that it was not encouraging to make plans for a visit to Mount Rainier, the outstanding feature of Washington State landscape. From Seattle the distance is greater than from Tacoma, but we finally planned to motor right from there, which we did on an excellent road, interesting as regards showing the industrial development of both places, and beautiful as regards the autumn foliage, but wholly unsuccessful as regards seeing the mountain or its unique feature of the great number of independent glaciers which originate on the slopes of Mount Rainier.

Portland, which claims to be the city of roses, has a much longer commercial and industrial history than Seattle, and is said to be a much wealthier place. As well for industry and commerce as for picturesquely situated residences, it has a most favourable position on the Willamette River (pronounced with marked accent on the second syllable) before it joins the great Columbia River. Lumber is the principal industry of all these northern cities, the raw material being in abundant supply.

Zig-Zagging Round the World

The whole commerce of the United States with the Orient must, in the course of this century, develop enormously, and the influence of the Panama Canal on the shipment to Europe and Africa has hardly begun to be felt. These two considerations make one feel that there is little uncertainty in forecasting for the ports of the western seaboard vast progress in the immediate future.

But we had yet to see the great gateway of the Pacific, and on the way there we included, with the world-famed Yosemite Valley, a less known but not less remarkable work of nature, the Crater Lake. The season was somewhat late and really had already closed for the latter, which is situated near Medford, Oregon, and lies at an altitude of 6,000 feet. Medford is the centre of the Oregon fruit district, and particularly produces the delightful apples, Newton Pippins and Spitzenbergs, which were so popular in Britain when they were available in pre-war times. The lake is approached by a road eighty miles in length, of which only about a quarter is as yet completed, with hard and dustless surface, the remainder being in a transitional state and much of it on service tracks, during regrading of the permanent road. By the courtesy of the Commissioner for this national park, we were not only allowed to make the journey, but were personally conducted on this most interesting three days trip, which, late as it was in the season, had ideal weather conditions. After eight hours on the way, we reached the superintendent's house in the dark of a frosty starlit night, and woke next morning to find the sun rising on a waning circlet of the moon and a single star. We were still five miles from the Rim, and the scene which, on reaching it, bursts on the eye is most impressive. A lake in size about the area of Loch Katrine, surrounded by irregular rocky hills, raggedly clad with patches of pine trees, and its water of a vivid sapphire blue, bore on its surface one island, which was really a crater, within

Western Seaboard of the United States

that which forms the lake itself, and a small island closely resembling a ship, and so named the Phantom Ship. Some hours were spent going around, part of one side affording varying views, and after lunch, part of which was a bear steak, we made a long detour to the opposite side of the lake, and there an even more impressive view was obtained. There is no visible outlet from the lake. Within some of the river courses which originate on the surrounding mountains, there are remarkable groups of pinnacles, as they are called, fantastical shapes of pillars, the lower part of which is comparatively friable stone, but with coping of a harder material which has protected and preserved the under strata.

A railway journey of twenty-eight hours brought us from the State of Oregon right into California. We approached within forty miles of San Francisco to Porto Costa, where the train is taken across an arm of the sea in the largest train ferry in the world ; thence we travelled southward to Merced, on the plain through which flows the river which drains the Yosemite (pronounced Yosemite, with accent on the second syllable), and the railway journey ended with about seventy miles of a gradually narrowing and heightening tortuous valley, while the last hours of daylight were spent motoring among the huge, weirdly-shaped masses of rock which are scattered over the Yosemite Valley. These are of endless variety, and are arbitrarily named by the impression they made on the early visitors. The Dome and Half Dome, Sentinel, Cathedral, Three Graces, Three Brothers, and El Captain are the most striking. The other two characteristic features of the Yosemite are the big trees and the waterfalls. These last are only seen to advantage in early summer, and the season had been so dry that many of the falls were non-existent. Before the days of motors, much of the characteristic American scenery must have been exceedingly difficult to see, as distances are so enormous.

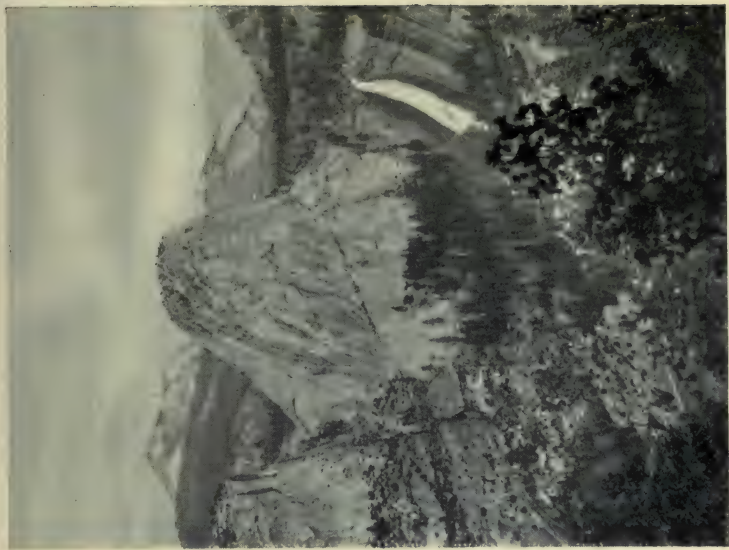
Zig-Zagging Round the World

Forty miles of mountain road brought us to Mariposa Grove, where some of the largest trees in the world were seen; then a farther thirty miles or so landed us at Glacier Point Hotel in time for the sunset over the valley, 3,000 feet above where the previous night had been spent. The following day brought us, after seeing in detail the endless variety of fantastically formed mountains, back to our starting-point. After two days of perfect weather, a suddenly arising snow-storm early the following morning covered rocks, mountains, and trees with a veil of white, but as suddenly, sunshine succeeded snow, and in the afternoon of what seemed an unfortunate morning for weather, we drove around the whole floor of the valley, seeing it in a wholly different aspect, and that one of incredible beauty. From hill to valley and thence to the Golden Gate brought us to San Francisco, the wonder centre of this wonderful State of California.

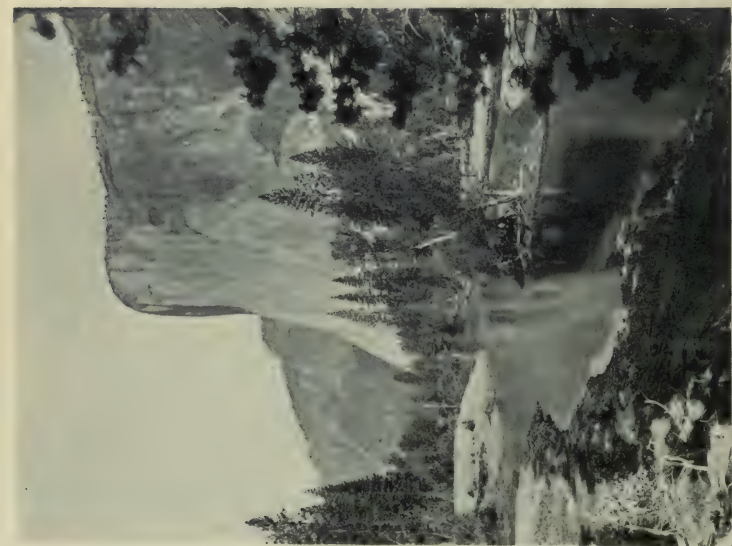
The original San Francisco occupied three hills, known as Telegraph, Russian, and Nob Hills, and the city gradually spread until, like Rome, there were seven hills. Now both places have exceeded the classical prototype, and their space on which to spread is unrestricted. The features which at once impress a stranger in San Francisco are the excellent street car service and the Golden Gate Park of over one thousand acres, within a ten minute journey of most of the inhabitants. Here are provided recreations and exercises of all kinds, art and curio collections, and miles of roads suitable for all means of locomotion—auto roads, riding roads, and walking roads arranged independently, conveniently, and safely. The scheme of a civic centre bids fair to surpass any other city, a beginning having been made with the city hall, public library, and auditorium, each worthy of its position, and ample vacant ground, some of which it is hoped will remain open space for a series of other public buildings, one of which is expected to be a civic theatre. Even the business



5.—PEN PIN ROCK, UNION POINT, YOSEMITE, CALIFORNIA.



6.—CAP OF LIBERTY AND NEVADA FALL, CALIFORNIA.



7—EL CAPITAN AND RIVER MERCED, CALIFORNIA.



8—GRAND CANYON, ARIZONA.

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portion of the city gives an impression of roominess, as it is bounded by Market Street, the main artery of traffic, a street of handsome width, mostly with four street car lines.

The reputation of the hotels of San Francisco is world-wide and well deserved. Nowhere else were we better cared for, and their merits induce large numbers of the inhabitants to reside in such convenient and comfortable establishments. Yet, it must not be taken that this is not a city of homes, as throughout the surroundings of San Francisco and neighbouring cities there are beautiful, large and small detached houses, with gardens profuse with vegetation and lovely flowers. Twin Peaks, a double mountain between older San Francisco and the sea, has been pierced by a tunnel, as well as crossed by a scenic drive, and the slope down to the Pacific has become an attractive residential quarter, with abundant area for growth.

Throughout California, as also in the two northern coast States, we were much impressed by the school accommodation. Wherever one remarked exceptionally large premises, with ample space around, it was always answered, "That is our school." Nothing seems too good for that purpose.

The harbour of San Francisco, with its entrance by the Golden Gate from the Pacific, is the largest land-locked harbour area in the world, being four hundred and fifty square miles, and there is ample room for docks, shipbuilding, and residential accommodation. While we were there the largest United States battleship, *California*, was, without serious mishap, launched in a somewhat needlessly restricted water space. While San Francisco proper is confined to the southern bank of the Golden Gate entrance, the whole residential surroundings—Oakland, Berkeley, Richmond, and Alameda, on the east side of the bay, and Sausalito, on the north side of the Golden Gate—make one community of identical interests with San Francisco.

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Richmond bids fair to become the industrial centre of the locality, as many huge works, such as the Pullman Car Construction and the Standard Oil Works, are located there.

California University, beautifully situated right opposite the Golden Gate in Berkeley, really shares in the same common life. The pupils are drawn from the High Schools throughout the State, and in all departments of life, commerce, manufacture, and agriculture, the University has a place. The buildings, especially the library, are boldly designed and impressive, while the unique feature, made possible by the climate, the Greek amphitheatre for large gatherings of all kinds, gives the University quite a distinction. Accidentally, on the day of our visit, the students were addressed by a Scottish M.P., and the chairman, who was the Professor of English Literature, made a special appeal on behalf of the English-speaking Union as a strengthening influence in the good understanding of the various branches of the English-speaking race.

One of the most attractive features of our visit to San Francisco was the glorious sunshine and the still more glorious sunsets visible by a short street car journey to the ocean, where, each evening, it was possible to see the day end by the sun slowly dropping into the Pacific Ocean. San Francisco has not the reputation of being a church-going city, but we saw two well-filled churches on successive Sundays, the First Presbyterian and the First Congregational. We noticed a stream of markedly expensively attired ladies entering a hall in the fashionable quarter, and learned that it was a Christian Science Church. Later, in Los Angeles, we found that the denomination owned one of the largest and handsomest churches in the city.

The Dolores Mission in San Francisco was the first we had seen of the interesting series of twenty-one scattered throughout the State, in varied conditions of preservation, mostly founded by Father Junipero Serra,

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on his pilgrimage from 1769 to 1780. An active movement had been started for restoration of all these missions.

The population of San Francisco, probably, consists of a greater variety of races than any other city in the world. At one time China Town had to be visited under police protection, but now, in daylight or by dark, it is most orderly, and a walk through it is extremely interesting.

In visiting the Eastern States one is always impressed by the absence of elderly men, either in business houses or public service departments. In the west, especially in San Francisco, it did not seem a crime to look old, and grey hairs were not concealed. Business men all down the coast did not appear to be so engrossed as in the east, and a week-end at golf or motoring was acknowledged without hesitation.

What of the "dry" condition? There are some elderly men who speak of the deprivation generally to tell that they have amply provided for their own needs, but, as in Canada, the men who are carrying the burden of the country's affairs look on the question as determined, and waste no time discussing it.

The first excursion outside the city is to Mount Tamalpais, but it is really only a view-point for San Francisco, her bay, and her affiliated cities. It is about 2,700 feet up, reached by what is described as the crookedest railway in the world, which enables one also to visit the Muir Park of big trees. Our friends on this side like to do their sight-seeing without any large expenditure of physical energy. They lead such strenuous lives, that when they take a holiday it is the rest they want. In such luxurious ease we get a bird's-eye view of all that has been described, and the panorama was wonderful. Although loath to do so, the time came to leave San Francisco, which was only the beginning of this well-favoured State.

A slow progress southward, mostly by the coast route, enabled us to see Palo Alto with the Leland

Zig-Zagging Round the World

Stanford University ; Los Gatos, right in the heart of the prune-growing country, and the famous Lick Observatory on Mount Hamilton ; and we landed for a lovely week-end at Del Monte, close to Monterey, Robert Louis Stevenson's first love in his search for health, and a place with much historic interest for Californians. Del Monte really consists of a hotel with extensive garden grounds, also bathing, tennis courts, golf and polo fields ; situated in what is by comparison an extremely flat area. Monterey lives on visitors and fishing. We saw one morning the municipal fish market, where the catch of the previous night was on sale, and there were many entirely different varieties of fish from those to which we are accustomed. A great delicacy is the abalone shell-fish, with which we are only familiar by seeing the polished shells brought home by sailors. There was no evidence of great care to preserve either the Stevenson or Californian historical points of interest, and it rather seemed that Pacific Grove and Carmel City, watering-places where the scenic features are more marked, had overshadowed the older place. Carmel has risen in very recent years to be a resort of literary and artistic Californians, and has a magnificent bathing beach of pure white sand and most wonderful sunsets. The beach is flanked by bold rocky headlands, which afford endlessly varying subjects for the landscape artists. Point Lobos, to the south, is one of the finest rocky features of the Californian coast. There is also a forest theatre, wherein summer plays are produced entirely in the open air. Inland from it is the Carmel Mission, where lie the bones of Father Junipero Serra. Passing several other missions—these were planted as resting-places a day's journey apart—we next stopped at Santa Barbara, or rather in a suburb right on the beach, three miles beyond, called Miramar. The hotel here gave us the first experience of bungalow life, as it consists of twenty or more bungalows, varying in accommodation to suit travellers.

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We had a sitting-room, bathroom, and bedroom, but for meals all guests found their way to a large dining-room, with adjoining sitting-rooms for social intercourse. The Santa Barbara Mission is in a most perfect state of preservation, and the town itself is most interesting, having perfectly modern high-class shops, which one never expects to see outside of a large city. The explanation is that all around are residences of the wealthiest people in the west, this being the Mecca of millionaires from far east of California. The life at the seaside was most enjoyable, warm during the day, like the English watering places at midsummer. Inland, in every direction, were richly-laden groves of oranges and lemons. Off this coast lie four islands, the largest of which is Santa Cruz, which forms a natural shelter within which yachting can be enjoyed.

There are several large hotels of the usual order, but one unique place, most artistically got up, with distinctive bungalows and carefully tended gardens, called La Mirasol (the sunflower), with its colours running through every piece of furniture and decoration. The charges are such that it is needless to say the place is known as "for millionaires only." It would not be very wrong to say that Santa Barbara is in the west of the United States the equivalent of Newport in the east, but possibly the former would claim to be the more refined and exclusive.

Again, with great regret, we moved southward to the wonderful metropolis of Southern California, Los Angeles. It is a city, a great city, but unique in that its business centre of high buildings, huge hotels, and stores, and places of amusement only occupy about seven blocks long by four blocks across, during the day swarming with people, and at night ablaze with lights, but surrounded in all directions by miles and miles of real homes, each with its plot of garden, with wealth of flowers even in winter. It is a model garden city if ever there was one. The key

Zig-Zagging Round the World

to this condition in a land which claims to have sunshine six days out of seven in the year is a huge scheme of water supply, covering an area equal to the whole Clyde Valley. The water has to be carried about five times as far as our Loch Katrine supply, from Owens River in the Sierra Nevada, and it is copiously utilised for gardening as well as for domestic, industrial, and agricultural purposes, thus making the whole district an all-the-year-round Garden of Eden. There is one point of resemblance between Glasgow and Los Angeles, often rather unkindly put, "It is a remarkably good place to get out of." The facilities for so doing are by road, street car, and railroad, but that does not exhaust the subject, as there are combination journeys by land and steamer. One of these is to Catalina Island, which is not unlike the journey via Ardrossan to Arran. Here one goes by electric train to San Pedro, the port of Los Angeles, as well as a naval station; thence the journey is by screw steamer, making the twenty-six miles crossing in two hours. When we started the island was invisible, but as we drew closer the atmosphere cleared, and we found Avalon, where we landed, a seaside resort with the usual accompaniments, as at Margate or Brighton. The clear blue sea water and the growth below allowed one unusual experience. On board small steamers, with glass bottoms, we were able to see fish, shell-fish, and particularly most beautiful sea shrubs, tree and flower growths, explained by men who were as much at home in the water as in air.

There are numerous beach resorts within an hour's journey by electric car. One of these is known as Venice, which has canals like the original. Owing to the good car service, many of the suburbs of Los Angeles are at distances of from ten to fifteen miles, and among such are what is known as Universal City at Hollywood, Charlie Chaplin's home, where most of the films familiar to "movie" patrons have been originally produced. Pasadena can hardly be called a suburb of Los Angeles,

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though it also is quickly reached by electric cars. Its peculiar situation, nestling under and enclosed by hills of about 6,000 feet high, make it warm even in midwinter, and a favourite resort for health seekers from all over the States and Canada. Here there are costly residences with large and beautiful gardens. Originally there was a "Millionaires' Row," but these have now become so numerous that all Pasadena is a huge millionaires' park. One of the overlooking heights is Mount Lowe, which has a railroad almost to its summit, with the usual hotel. The other is Mount Wilson, which is reached by a concrete automobile road, with, at its end, an observatory provided by Mr. Carnegie, including a one-hundred-inch reflector telescope. All around the area to the north and east of Los Angeles is orange-growing country, and in its midst is Riverside, with a unique hotel, known as Glenwood Mission Inn, the construction and apartments of which reproduce and embody the old missions already referred to, with, of course, all modern comfort added. It is claimed by its proprietor, who himself acts as Master of the Inn, that there is restfulness for the hustlers of this age in the simplicity of construction and in the old-world surroundings of Spanish ecclesiastical architecture. The decorations, Spanish in style, furniture, hangings, and pictures, were gathered with infinite pains from Spain and Mexico, and above all there is a spirit of hospitality without fussiness, that pervades the whole place. The two parent navel orange trees, brought from Brazil in 1870, still grow: the one in Magnolia Avenue and the other in the garden of the mission inn just described. From these the vast citrus production of Southern California has been propagated.

In a drive around the groves about the end of November, we found on the higher ground the remains of a snow-storm, being in the shape of snow figures made by the children, a very unusual pastime here at any time, but especially so early in the winter.

Zig-Zagging Round the World

From Los Angeles we went by auto service, as it is called, to San Diego. This route is typical of others where the automobiles run in competition with the railway at fares hardly any higher. With well equipped motors, holding seven passengers, there are announced five journeys in each direction per day at suitable hours, and cars are ready for dispatch to convey as many passengers as may present themselves. The early part of the journey was through orange and walnut groves to Capistrano or the San Juan Mission. After that our road lay along successive sandy beaches and headlands, where the good folks of San Diego enjoy the summer. We stopped at another unique hotel, Coronado Beach, right on the water's edge, with all bathing and recreation facilities, including golf course and polo grounds. San Diego was the first of the series of missions founded by Father Junipera Serra on 16th July, 1769, known as San Diego de Alcalá. The Spanish influence increases as we go southward, and at San Diego only a few miles separate us from the Mexican border. It is now a thriving port with a good harbour and a large naval station, and as it is the outlet from a most productive hinterland, promises to make rapid progress in development. From San Diego we made another journey by automobile stage to El Centro, the capital of Imperial Valley, which has, in Chapter III., been made the subject of a special article. Here is another remarkable hotel for a country which twenty years ago was a carefully avoided barren wilderness. We spent Thanksgiving Day, the great American home festival, at this hotel, and left the valley by rail, passing through the Coachella Valley, another creation of the irrigation engineer, and after surmounting the San Geronimo Pass and passing San Gabriel, yet another famous mission, reached Los Angeles once more, concluding our visit to Southern California by passing Needles, its frontier town, on our journey to the Grand Canyon of Arizona.

III.

The Imperial Valley, California.

MIRACLES IRRIGATION IS WORKING.

TILL 1st December, 1919, the Imperial Valley only had railway communication with Los Angeles, but there has just been opened a direct line to San Diego, the southernmost port in California, and the natural outlet by sea to the larger world beyond the Pacific. We entered by the road track from San Diego, which is an interesting piece of engineering accomplished about ten years ago. The Imperial Valley has been made widely known in the States as one of the latest and most fascinating enterprises of the irrigation engineers. The story has been remarkably well told in a novel by Harold Bell Wright, entitled, "The Winning of Barbara Worth," first published ten years ago. Men now living and still actively guiding its destinies schemed and carried out a conduit from the great Colorado River to be used for irrigating the large area lying to the south-east of Salton Sea, mostly under sea level, and which undoubtedly at one time was part of the Gulf of California. This dream of less than twenty years ago has so materialised that a desert has become a fruitful valley. Anyone who goes there expecting to see a "green and flowering valley," like Kent or Surrey, is sure to be disappointed, but if he has eyes he will see a much more wonderful and exceptional place. On 27th November, 1919, we there saw vegetables well grown, particularly lettuce and asparagus, intended to be marketed in January, 1920; grape fruit and dates were eaten fully ripe from the trees; strawberries will be ripe in February; peas, melons, and apricots will be ready in April; wheat early in May; and grapes in June. Alfalfa, closely resembling lucerne, grown by our own farmers, was ready to yield its seventh

Zig-Zagging Round the World

crop for the year, and it was a delight to see the condition of grazing, as well as of milk cattle, also sheep, feeding upon the brown-looking fields of alfalfa stubble with its dried hay spread over. There were newly-born lambs and calves running in the fields, intended to be ready for the table in early spring, and the wool fleece is so heavy that sheep must be shorn twice each year. Sufficient has been told to show that this wonderful place has no limit of seasonal production, and a large part of its success lies in the sale of off-season growths in the enormous and ready markets of the United States.

It has been demonstrated that not only can cotton be successfully grown, but that it is of particularly long staple and good quality. Already there are markets conveniently reached, such as Japan, but a local textile industry now projected will be still more desirable. There are many splendid dairy farms, and these have started with accumulated experience, using modern central creameries and large scale marketing. Last year, seven million pounds of high-class butter were produced. Honey yields with nominal trouble one and a half million pounds ; and poultry, including turkeys and fowls, lay eggs and hatch chickens all the year round. The reason for this extraordinary latent fertility of the valley is the rich composition of the soil, which is the accumulation of centuries of gathering on its long course by the forceful river, now brought into activity by irrigation.

This valley, of which the population is fully stated at sixty thousand people, is producing from the soil in this present year twelve millions sterling. Two hundred pounds per head—man, woman and child. The area now irrigated amounts to half a million acres : that gives twenty-four pounds per acre ; and some of the half million can hardly yet be doing its share. The valley certainly benefits by modern ideas. The water supply, before it reaches the fields, is used for generating electricity, supply of which is general, not only for lighting,

The Imperial Valley, California

but for power. Telephones are at every steading, and the motor car, as well as the motor truck, in general use. The main roads are already concrete, but every farmer wishes that to his own door, and is willing to pay for it too, as he recognises the value of rapid marketing. Science is in her right place and is fully appreciated. The "bug doctor" is every farmer's friend, but even more acceptable is the help of the highly qualified botanist, under whom a large experimental station is conducted, testing not only orders of plants, but their individual species to discover the most suitable for the soil and for food requirements of man and beast. As instances, the following are given; but no list can be exhaustive. This shows how small the world is and how far the scientist's arm can reach, as he has emissaries all over the globe :—

Tepary bean from Arizona.

Currants and pomegranates from Greece.

Mulberries from Russia.

Rhodes and Sudan grasses from Africa.

Haliawi and Khadrawi dates from Persia.

Hemp from Manchuria.

Ramie fibre from China.

Alfalfas from Chile and Peru.

Naturally one asks, if there is such a Paradise in the world, why only sixty thousand people are there? Of course, this is only a story of recent years and hardly yet proven. The flaw is the trying climate for three months of the year. The temperature is as high as 115 degrees in the shade and the rainfall only averages annually a little over an inch. Well, the drawback is admitted and has to be endured, but there are compensations. There are in this favoured community seventy schools, and many of these have handsome, roomy buildings. There

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are already libraries in each town or city, as they are called. There are churches in plenty and much social intercourse, as neighbours, thanks to the motor car, can foregather all over the valley. One could not but be impressed by the fact that it is a place for the young man and young woman. Their vitality was obvious, and they also looked like people who were succeeding in life.

IV.

The South-Western States.

SO Louisiana, Texas, New Mexico, and Arizona are named. Coming from the west and crossing the Colorado River at Needles we entered Arizona first. From Los Angeles, and even across the Mohave desert with home summer heat, we experienced a sudden drop into winter.

There was an equally striking change from the gay dresses of whites at Pasadena and Glendale to the depot at Needles, thronged with Indian women, picturesquely attired in clan tartan shawls, selling their handiwork—blankets, baskets, and bead articles. We retired to the sleeper from a lovely starry but cold night to awake near the Grand Canyon (*see 8, facing p. 23*) next morning, with everything deeply covered by snow. There was considerable disturbance in railway service, and we were thankful to be less than an hour behind time.

In a movement which had been fostered during the war to "See America First," good arrangements are made to allow sightseers from all parts to be brought up to the Canyon by a train of sleeping-cars. Baggage remains in the car and the day is spent in seeing the Canyon. At night the traveller resumes his sleeper and proceeds on his way. In addition to the well-known El Tovar Hotel, a less pretentious place is run for those of more moderate means, while in summer there is tent accommodation and general catering, mostly for young people, who walk to see the sights and live the simple life.

What is the Grand Canyon and how can it be described? Think of a stream, when in drought, of volume like the Clyde above Glasgow, with banks of bare rock instead of green-covered land; of these banks being not two to three hundred feet above the river,

Zig-Zagging Round the World

but all the height of Ben Nevis (4,400 feet) to half as much more, and the area in which the river Colorado has its wavering course about double the area of the Clyde above Glasgow. Well, can an unknown thing so different from that which is known be realised by any use of words, and when to the picture is added that these towering rocks which bound the river are in terrace after terrace of fantastic forms and different colours, and that the aspects of these change with every new day and vary incessantly every hour of each day, it leaves the most vivid imagination hopelessly overtaxed? What is the colour impression of the Canyon? No artist can convey it, as it varies so rapidly and endlessly.

How has this vast erosion of rocks taken place? We don't know. Theorise as we may, it only increases the wonder and bewilderment. It was by no means a misfortune to have the snow-covered landscape as the framework of the picture.

Rapidly all snow in the actual Canyon disappeared, as there the temperature in winter is always above that of the surrounding country, but on the trees and the plateau beyond the rim, the snow remained during the four days we were there. About ten miles of the rim road was available for seeing into the Canyon from the several points of view. That road is roughly along the northern edge of the plateau which lies to the south of the Canyon, and in the section accessible to us there were five or six viewpoints, all showing from different aspects the magnificent spectacle which fancy has arbitrarily named and mapped out as altar, amphitheatre, butte, castle, crest, peak, pyramid, ridge, shrine, temple terrace, throne, and tower, associating these with the names of all the gods, heroes and heroines of classical and Indian mythology. Each viewpoint allows the eye of the visitor to explore different areas of the Canyon, but however long he may look he hasn't been able to exhaust the desire to look and look again, and to return and return

The South-Western States

again to really try if he can manage to carry away a satisfying impression of the scene. We drove and walked backwards and forwards during four days, and the spectacle increased in wonder all the time. The feeling of reverence grew until one could only sum up all the names as "God's Canyon." We left it unsatisfied and wishing that yet again some other time in our lives we might look on this, the greatest of nature's wonders it had till now been our privilege to see.

Still within Arizona we were next to look on an entirely different scene. The Apache (usually pronounced Ahpatchy, though the Indians call it Appa-shay) trail from Phoenix to Globe, in the middle of which is the vast irrigation project known as the Roosevelt dam. This involved a cross-country journey, with difficult communications, and one of these failing cost us a day, and gave us some experience of roadside hotels, which was wholesome, and made us appreciate the accommodation available on main routes of travel.

All round Phoenix is the Salt River Valley, which has benefited by the bold project of the irrigation engineer, the creation of a great lake seventy-five miles away, arresting the flow of two rivers by a huge barrier of masonry and flooding permanently an area of twenty-five square miles, with a catchment area of over 6,000 square miles. This work was completed in 1911, but the lake took four years to completely fill, and now amply supplies the whole valley and makes it possible to tell of it the usual miracles of fruitfulness; but the history of the Salt River Valley differs entirely from that told elsewhere of the Imperial Valley in California. Not only was the valley formerly a white man's home, with a certain measure of irrigation from early days of Arizona's history as a State, but there are records which tell that ancient people, before the advent of the Spanish explorers, had canals here aggregating one hundred and fifty miles in length and sufficient for the irrigation of

Zig-Zagging Round the World

250,000 acres of land. It is, however, within the last decade, particularly its later years, that the produce of the valley has so enormously increased in volume, variety, quality, and value.

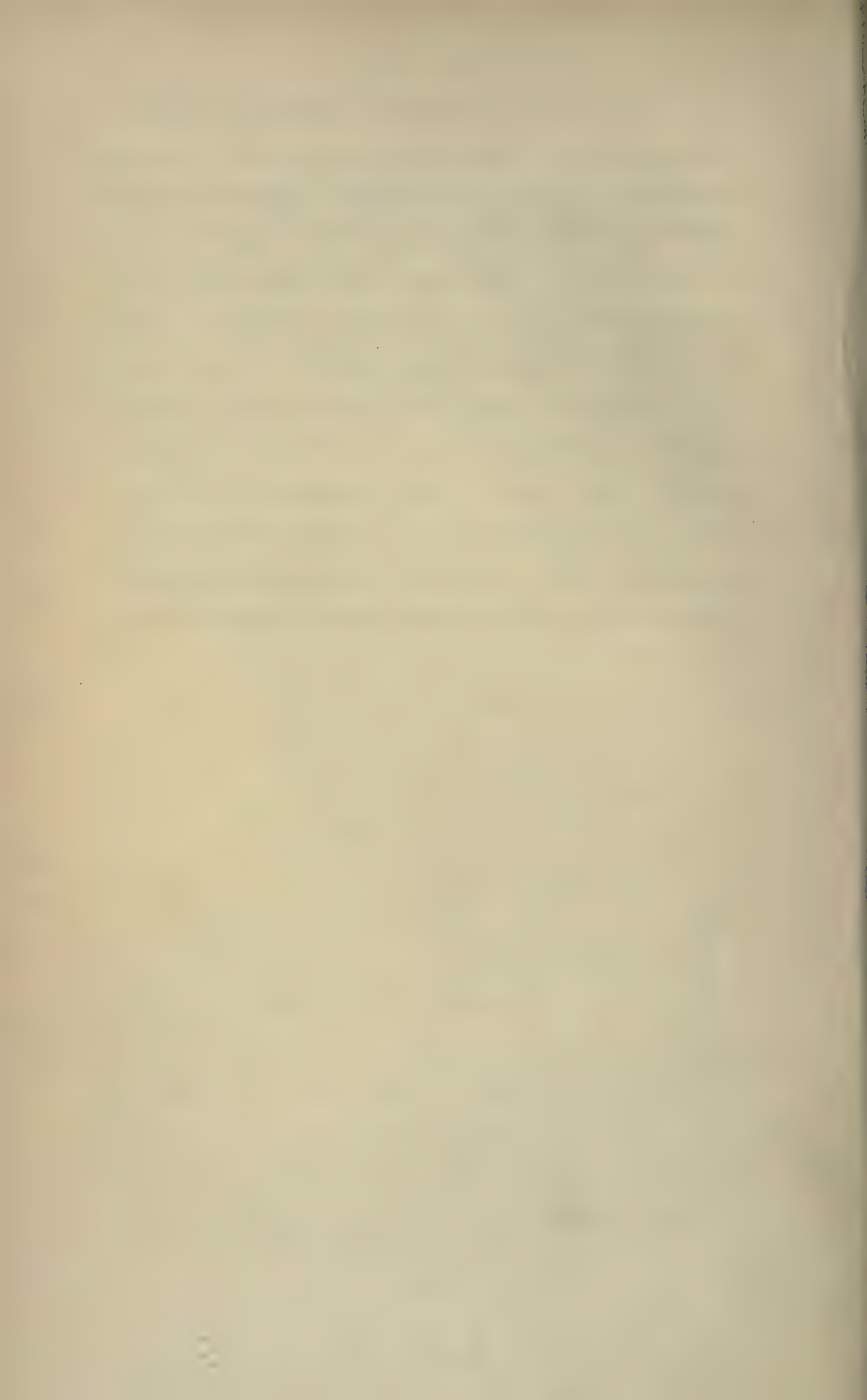
The fall of the outflow from the Roosevelt dam is such that it can be frequently used for generating power, and this is utilised for public service as well as for the farmers and for various mining projects. The actual journey from Phoenix to Globe was by auto-stage, at first through the fertile valley on modern concrete roads, but later through the mountains on the road surveyed and carried out in connection with the building of the dam. It rises to 3,470 feet, winding through weird canyons among the boldly outlined rocky hills, until the great artificial lake is reached, thence along its margin until the descent begins into the mining valleys where great copper ore deposits lie, and the working of which is the principal industry of Globe and Miami.

Between the Roosevelt dam and Globe, on the hill to the right, at a short distance from the former, there are remarkable ruins of buildings within caves, which antiquarians tell us belong to a forgotten race of earlier days than either Indians or whites. Our journey just touched New Mexico and traversed Texas, beginning at San Antonio, a place of many historical associations. One of these occurred in 1836, when, in the Alamo, one hundred and eighty-two Texans, for eleven days, withstood a siege by five thousand Mexicans, none surviving. The Alamo building is preserved sacredly as a memorial.

In the closing light of a winter afternoon we entered Louisiana, the historic State, profoundly interesting as well here as on our side of the water. Its great river and port were seen in actual existence after being imagined again and again throughout the years. What descriptions of the levees, of old planters, Creole aristocrats, we have all read and pictured for ourselves! The city of

The South-Western States

New Orleans is a curious contrast of those days and the modern days of luxury and prosperity. There are streets comparing in width with Washington, D.C., and others where traffic can only go one way. There are old crumbling houses with wonderful forged grilles and balconies, and modern millionaires' mansions, clumsy and tasteless. Many of the old canals have been put underground as surface water conduits and the roofing used for street car lines. Where sufficiently wide, these have grass within the rails, affording a delightful relief to the eye and also preventing dust. The harbour is entirely a thing apart. There is nothing in the world comparable, and its traffic has also some unique features. We left its shores for the Island of Cuba with much regret that it was not our lot to see the winter Capital of America with less of the winter aspect and more sunshine.



V.

The West Indies.

(a) CUBA.

A FEW hours' sail from New Orleans on the broad waters of the famous Mississippi river brought us to the still more famous Caribbean Sea and the innumerable and fascinating islands borne on its waters. It was our first experience of a United States owned steamer, the *Saramacca*, belonging to the United Fruit Company of Boston. The sailing for a six hundred mile passage to Havana was originally fixed for a Saturday morning, which should have landed us on the following Monday morning. On Friday we were warned that she might sail that evening, but finally the departure was delayed till Sunday, 10 a.m., and we actually cast off at noon. As soon as we entered the ocean, without any great sea, she started to roll, and consistently did so till we entered Havana harbour three days later. When fully at sea, although nothing of the kind had been mentioned when our passports were vised by the Cuban consul at New Orleans, we were informed that all passengers who did not hold certificates of recent vaccination must submit to that operation or be returned to port of sailing. Generally the travelling conditions were not comfortable, and the food, especially the fruit supplied, left much to be desired.

From the sea, Havana looks exceedingly well, and the harbour is completely land-locked, with Morro Castle on the outer arm. It and Casa Blanca, old Spanish buildings, are said to be interesting, but the roadway round is so bad that no motor would face it. We had been recommended to a hotel in the western residential suburb of Havana, the Vedado. From the harbour there

Zig-Zagging Round the World

was about four miles drive, at first through narrow and rather unsavoury streets, where the traffic could only go one way: the street cars are so arranged, and in the denser part, close to the harbour, are elevated so as to permit traffic there to have free passage. On emerging from the older part of the city there are the remains of what was an esplanade, but last autumn a severe storm wrecked it, and extensive repairs now going on, along with active building of handsome dwelling-houses on the Vedado sea front, make the whole place look as if an earthquake had occurred. There is, however, every promise that ultimately there will be a very handsome and wholesome addition to the metropolis of Cuba.

Our hotel looked exceedingly well, and no doubt compared favourably with others in the island, but fell far short of the comforts we had experienced in California, and was roughly fifty per cent. more costly than anything there. It was explained to us that, being anything but a "dry" country, and having horse-racing, cock-fighting, and such pastimes fully attended to, Cuba attracts from the United States a class which can and does spend the dollars freely, thus running up prices, so that Havana now enjoys the reputation of being the costliest place on the globe to live in. Unquestionably, the island is exceedingly prosperous owing to war prices. Sugar, not tobacco, is now the main growth, and the price current is such that large fortunes are made without effort. There have been already, and were while we were on the island, serious labour troubles, and the people are violent and lawless. The employers can afford, and will yet be compelled to pay, largely increased wages to attract the necessary labour from their own and adjacent islands. It is clearly recognised that there is large spending power on the island, and a wise appointment of a very capable commercial secretary to the British Embassy has just been made by the Board of Trade and Foreign Office. Although the island has only a

The West Indies: Cuba

population of about two and a half millions of all races, and an area of about two-thirds that of Great Britain, the spending ability *per capita* is possibly as great as in any tropical community in the world.

Of the landscape, as well in the neighbourhood of Havana as in the eastern end of the island, which we traversed as far as Santiago, one cannot speak in too high terms. All the large crops grown—sugar, tobacco and bananas—lend themselves to the picturesque, and the country is all undulating with numerous fair-sized hills, and at the eastern end of the island a decidedly mountainous country, which Mount Tarquin tops with its 14,000 feet rising right from the sea. At the western end, and especially between Havana and Pinar del Rio, most of the fine tobacco is grown, and we enjoyed a long motor run right into the *Vuelto Abajo*, a country well known by name to cigar lovers. The accommodation for night travelling from Havana to Santiago is so limited and so much in demand that it could only be attained by booking a week ahead. So we decided to divide the journey, which is by time-table twenty-eight hours and frequently over thirty hours, into three or four stages. We spent a week-end at Matanzas, an old Spanish town and seaport on the northern coast, and a favourite day excursion from Havana, as there are here large limestone caves, such as those in Derbyshire, covering a great area and lit by electricity. Here there is also a large plantation of a cactus-like plant, known as henebique, and yielding a fibre-like hemp, used for cables, ropes, and twine. There is also in the neighbourhood the picturesque Yumuri valley, mainly now in grazing farms, but just about to be planted with sugar cane. This place has only recently reached the importance of a street-car system, and it was found to be more practicable and less costly to instal storage batteries on the cars than standards and trolley wires. It certainly was advantageous to the picturesque old Spanish town that there were only the rails in the

Zig-Zagging Round the World

absence of the cars themselves to indicate that such a system existed.

Our next stopping-place was at Santa Clara, about the middle of the island, and the centre of a large sugar-growing area. Here the accommodation was somewhat primitive, but nothing like so much so as the roadway, which could only be compared with the shell-pitted streets of towns in Flanders. On departure our heavy luggage, though duly registered, was discovered to have gone astray, probably the work of a "non-dry" porter, and we were assured by the station-master that it would overtake us at Camaguey (pronounced Cammawhey), our next stop. Here is the headquarters of the railway system, and the hotel belonging to the railway company is said to be the best on the island. Though only three minutes' walk from the station, the roadway there was in hopeless disrepair, and the hotel looked like, what it was actually built for, a large barrack. There were no roadways into the country which it would be other than an endurance to attempt, and the three days we had to spend waiting on our baggage—including Christmas Eve—were rather a trial. Thanks to a courteous Englishman connected with the railway, who interested himself on our behalf, the baggage arrived safely, and we spent Christmas *en route* from Camaguey to Santiago—familiar to us as having been bombarded by Admiral Dewey in the Spanish-American war. The city is situated on a steep incline, with tolerable roadway and drainage in the immediate neighbourhood of the hotel, which is on the principal open space beside the cathedral, much damaged in the siege, but now being restored on literally a commercial basis—a facade of shops to yield a handsome revenue being in course of construction on a lower level all round the church.

On our Christmas-day journey, where a stop was made for lunch about four o'clock in the afternoon, we heard alongside of us a conversation in unmistakable Scottish accents, and on inquiring, discovered two boys who had

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come out through Jamaica to a colonial bank after discharge from their war service, and we were the first people from the old country they had met. They took us to see the outskirts of the city and its general appearance from the Boniato drive on the overlooking hills, and we afterwards spent a very happy evening together. Incidentally, when later we were in Jamaica, our own island at Kingston, on Hogmanay, we asked the manager of that bank if he had any more Scottish boys, but we had been lucky enough to strike the only two of whom he had any knowledge. The lower streets of Santiago, around the harbour, are in a disgraceful and filthy condition, and, instead of their chronic state of health-panic being remarkable, it is a wonder that they are ever free of epidemics. In Cuba we realised that we were among a race less civilised than those of the same colour in the United States, and one most significant indication was that women are the burden-bearers, that they are put to such unsuitable work as road-mending and stone-breaking, and that frequently the males not only escape the burden, but if a donkey or a mule is available the male is mounted and his burdened mate walks behind.

There is no established steamer service, either Cuban or British, from Santiago to Kingston. We had to wait a whole day for a vessel which was said to be *en route* from Kingston on the sixteen-hour journey of one hundred and sixty miles, and when she did arrive were told that she would sail at 9 a.m. the following day—Sunday. We actually left two hours later. Here we had our first experience of a Customs' examination on leaving a country, and were glad to fee the hotel porter so that he might induce the Customs authorities to leave our baggage unpillaged. We were four first-class passengers on the dirtiest "tub" any of us had ever seen and at the dearest passage money for the distance any of us had ever paid. The only safe place from dirt and worse was on deck. The food offered was uneatable, and after a night on deck we were thankful

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to reach Port Royal at nine the following morning. After five and a half hours delay for medical examination and for disinfection at the quarantine station, we proceeded to Kingston harbour and Customs' examination there, escaping the fate of one of our fellow-passengers, who was detained for five days by vaccination at a very insanitary quarantine station. Ultimately we reached a comfortable hotel on the sea front at Kingston, and felt that by contrast we were in heaven.

(b) JAMAICA.

IN addition to national calamities, such as hurricanes and the earthquake of 1907, Jamaica suffered severely in what may be called the beet-sugar crisis. It is difficult to say whether the Mother Country could have mitigated that crisis by a preferential tariff, or whether a less exhaustive policy and more adaptability, with progressive measures as regards machinery on the estates, would have attained the same end on a sounder basis.

There is a distinct feeling on the part of Jamaicans that the authorities at home are forgetting and neglecting their oldest colony, and as certainly Jamaica is now receiving much attention from the United States, possibly more than is to her advantage, as, wherever in steamer travelling and hotels the charges are outrageously high, it is found that their capital is exploiting the situation caused by the deficiency of accommodation.

One strong evidence of this position is the fact that at a prominent hotel in Kingston the bills are made out in United States currency and translated into sterling at the New York rate of exchange, and a Bank of England note is only accepted for a sterling payment at a discount.

Port Royal, geographically the sea entrance to the island, has a history of extraordinary interest. In the early days of English tenure it was the capital, and the base of bold and lucrative buccaneering exploits, which

The West Indies: Jamaica

made it the richest spot of its size in the world. The inhabitants lived a wild, reckless life, and until that was suddenly ended by the earthquake of 1692, it was reputed to be one of the wickedest places on the earth. It is now only a small group of official buildings, though under the waters are the remains of the extensive town which was overwhelmed.

Kingston, the real port and capital of the island, situated along the sea beach of the Liguanea Plain, has not yet recovered from the earthquake of 1907. The Government has reconstructed the official buildings on handsome lines, and some business institutions, such as banks, have reared corresponding buildings, but Kingston itself is not able to face the large expenditure which would be required to put her streets and sidewalks into order and to erect worthy municipal and other buildings. Really, many of the roadways throughout the island are in better condition than the streets of the capital, and except in the part of King Street reconstructed and a small portion of Harbour Street, there is no proper provision of sidewalks for foot traffic. As the city has no industries to speak of, its assessable value, outside of the Government and other central properties referred to, gives a very poor yield at what is considered the maximum rate the occupants can bear.

The area of Jamaica is about the same as that of Wales. There is only a small proportion of level land, the great bulk being undulating and much of it mountainous country. Blue Mountain Peak is over 7,000 feet above the not far distant sea. From end to end of the island there are excellent roads, there being no less than 2,000 miles of good main and county roads, and 2,000 miles of parochial roads almost equally good, that is 4,000 miles of roads to the area of 4,200 square miles. It is possible to visit the various quarters of the island, staying at small hotels where the charges are comparatively reasonable and conditions unpretentious but

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endurable. The west of the island is worse off in this respect, and for this reason we failed to see Montego Bay and its neighbourhood. The railway service is as good as can be expected under Government control, and when unsuitable it is always possible locally to hire motor cars.

Our first Sunday was spent at Kingston, and we found a large choice of even Presbyterian churches, while the denominations of all the home countries seemed to be fully represented. We attended the Scottish Presbyterian Church, which is directly connected with our own Established Church. Generally throughout the island Anglicans and Baptists are the strong denominations, but the darkies favour what the Highland sergeant-major described as "fancy raeleedjins." There are no fewer than 1,000 places of worship on the island, and while one may ask what would be the state without these and their influence, the present position as regards morality and crime can only be described as deplorable. Of the births, nearly seventy per cent. are illegitimate, an increase of about ten per cent. since 1908, and theft and robbery are so common that there is an outcry against the cost of punishing the offenders.

There are two Government botanic gardens, one about five miles from Kingston, known as Hope Gardens, and another about fifteen miles farther inland, called Castleton Gardens. They present an interesting and instructive epitome of the productive power of the island, but seem to come far short of such institutions as we had seen in the Western States, where they are experimental stations and training-schools for agricultural students.

Spanish Town, the old seat of Government, has a cathedral and King's House in a somewhat dilapidated condition, as are the houses of most of the inhabitants. Generally the place would be greatly improved were it possible, without loss of life, to have a conflagration. The most interesting monument there was that to Admiral Rodney, who in 1782 saved the island from the French.

The West Indies: Jamaica

There are located near here several important industries, affording employment to comparatively large numbers, notably the Central Sugar Mill, opened in February, 1920, and chemical works dealing with the extraction of the dye products from logwood. On the way back to Kingston we visited the extensive sugar plantation, Caymanas, owned by an old Glasgow family, and saw a large installation of machinery from Tradeston workshops, which although bearing a date well into last century was still in excellent condition.

Our first visit outside the capital was to Moneague, a pastoral district reached by rail to Ewarton, and a ten mile drive over Mount Diablo, comparing favourably with anything either in America or in the south of Europe. Here we saw the beginning of efforts to rid the cattle of the "tick" pest by frequent dipping in a suitable wash. This movement is exceedingly desirable, as the presence of these insects in the fields makes walking off the roadways dangerous to visitors. St. Ann's Bay is on the north coast, about midway between Port Antonio to the east and Montego Bay to the west, the extreme points of the railway system. Here the dominance of the banana and coco-nut trade by United States concerns became evident. Sugar is still mostly in Jamaican hands, but even in it, transactions are now taking place which point to the beginning of the octopus grip.

St. Ann is known as the garden parish of the island; though now midwinter the title was justified. Ferns of all kinds grow beautifully. There is a famous fern gully extending for four miles inland from Ocho Rios. The branched maidenhair on walls and banks by the roadsides was easily the finest display we saw on the island. Poinsettias, hibiscus, bougainvillea, and eucharist lilies were in great profusion in gardens as well as growing wild. On this coast there are numerous streams and some quite substantial rivers, which have a considerable volume of water throughout the year. This may account

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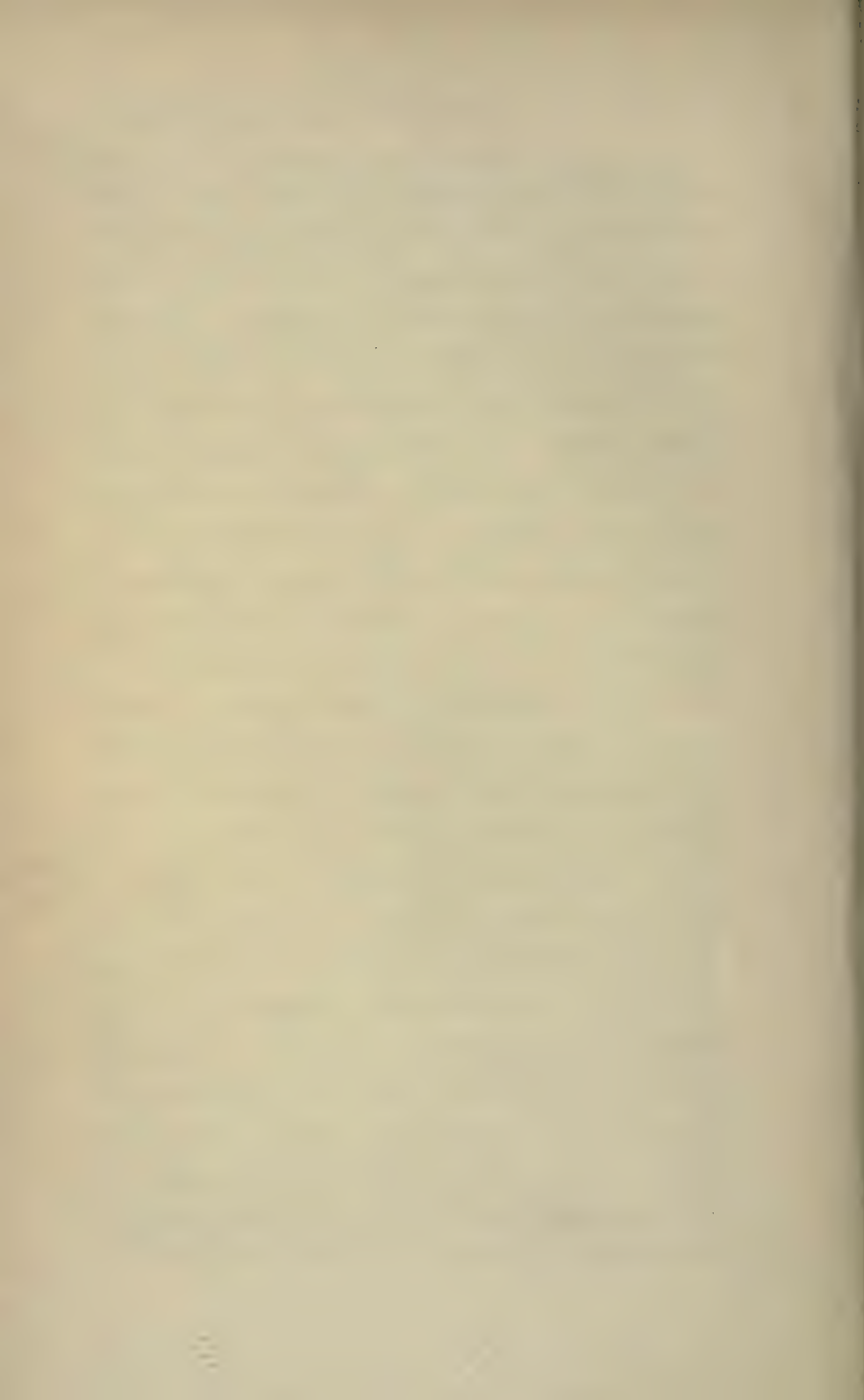
for the notable profusion of vegetation and be the real reason for St. Ann being considered *the garden* of a garden island. We travelled by motor right along the coast to the north-eastern corner of the island, Port Antonio, in Portland parish, which statistics show has the largest rainfall on the island. It is the main port of shipment of the United Fruit Company, and the whole country round is devoted to banana growing. There are many interesting excursions from this point, the broken coast affording beautiful views, while inland the well-watered valleys leading northwards from the Blue Mountain range are most picturesque. There was here evidence of coolie labour being used. Many of the parties seen on the roadways and at the markets showed strongly Oriental features, and the women wore their distinctive dresses and metal decorations.

Our next visit was to Mandeville, an inland town at an altitude of over 2,000 feet, the most popular health resort for the residents of Kingston. The town is a real English village, being openly built with many free spaces and a characteristic Anglican Church, such as is seen in the Yorkshire dales, and here, as the neighbourhood is well populated, the Saturday market is the event of the week. All kinds of fruit, vegetables, and poultry are brought in for sale. Donkeys are indispensable, and are purchasable as well as ranged up waiting for their owner's call for returning laden with necessaries for which the morning burden has yielded the needful funds. In all directions there are good roads and beautiful drives: that to Malvern, at a greater altitude than Mandeville, and a resort for tuberculous patients, afforded the finest view we saw on the island. In Canada and the Western States we were greatly impressed by the school buildings. Here the police station and lock-up building is usually the best in the village. There is not the same need here for substantial and durable structures, but it would be very desirable that the children should have

The West Indies : Jamaica

an object lesson in airy and well-appointed classrooms and sanitary accommodation. The great bulk of the population live in dilapidated and untidy hovels, although a small percentage of the houses, including the farms of the United Fruit Company, do show the way by having clean, well-kept houses and gardens. The rum shop is much in evidence—every little group has one, two, or more of these, and on market days there is more consumed than is good for these excitable and not very civilised natures. The male native has the reputation of not being keen on work, and he has yet to learn how to use wisely the increased wage which the war inflation has given him. There is a big field for social education. The future of the island depends on this. Anything like self-government is out of the question, although the Jamaican has a good case when he demands that the appointments of Governor downwards should be made from capable men specially trained for the duties.

There are drawbacks to tourist travel, of course. Most of the hotels are primitive as regards water supply, especially hot bath water, which is an indispensable for travellers in a tropical climate ; mosquitoes and other insects are troublesome though not dangerous. Such arrangements as are now common elsewhere of wire gauze windows and doors to all apartments are here unknown. No doubt the influx of visitors this season, caused by a prevailing impression in England and the United States, that Jamaica has not, like everywhere else, gone to war prices will in time bring better conditions. There are possibilities of developing an all-the-year-round tourist centre, with accessibility to all America—east and west coast of both continents as well as Australasia and the Orient—but the provision of suitable hotel accommodation would need to be handled in a very far-sighted and enterprising spirit. On the whole, the visitor cannot leave the island without pleasant memories of its hospitable people and lovely climate and scenery.



VI.

Jamaica and Federation of the British West Indies.

THIS question had been much discussed for years before the war, and it is felt that now peace has come some action may be taken. In Britain there is a want of definite knowledge as to what the term "British West Indies" really means, and generally out here the people think, possibly with very good reason, that we at home know and care very little about them. The colonies comprising the British West Indies are :—

ISLANDS—	Area—Sq. Miles.	Population.
Jamaica and Turks and Caicos,	4,619	902,811
Bahamas, - - - - -	4,403	58,484
Barbadoes, - - - - -	166	184,259
Trinidad and Tobago, - -	1,868	371,876
Windward Islands (Grenada, St. Lucia, and St. Vincent),	516	175,491
Leeward Islands (Antigua, Dominica, St. Kitts, Nevis, and the Virgin Islands), -	704	127,189
 MAINLAND—		
British Guiana (South America),	89,480	313,859
British Honduras (Central America), - - - - -	8,598	42,323

The continued disturbance of communication prevented a visit to Trinidad, Barbadoes, and British Guiana,

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but a stay of nearly three months between Cuba and Jamaica allowed one at least to get into the West Indian atmosphere and absorb a little of the point of view of the people.

Invariably the consideration of the opening of the Panama Canal is put forward, but it is difficult to see why that should affect federation. Britain's oldest colony happens to be right in the course of every stream of traffic caused by the canal. Jamaica is an island of extraordinarily beautiful scenery, with a range of climate which makes it an ideal stopping-place for health, and for rest-seekers from the eastern and western coast of both Americas, as well as from Europe, Africa, Australasia, and the Orient. There are hints that the very proximity to the canal zone makes it strategically important that Jamaica should be controlled by the same power. Elsewhere the United States influence in the island has been pointed out. While we were there an extended visit was paid to Kingston by a large flotilla of their torpedo-boats, and officers and crew made a good impression on the Jamaicans. United States learned societies take more interest in the natural resources and history of Jamaica than do the corresponding societies of Britain. There is not the faintest desire for such a change, but our home authorities should be awake to the possibilities.

The canal certainly increases the importance of Jamaica, but that is rather an argument for improving her Government and condition, and increasing her productiveness, which would hardly be done by federating her with a series of smaller colonies at distances up to 1,000 miles, and with a radius of nearly double that. Comparisons, especially in such a question, are not convincing. Circumstances vary so much that there are no parallels, but it may be helpful to think of Britain's difficulties with Ireland, only separated from her by a narrow channel; and the best wisdom of Parliament after over two hundred years of union proposes two

Jamaica and the British West Indies

separate Parliaments on the one island. It is not suggested that the Jamaicans are such hopeless irreconcilables as are the Irish, neither is it suggested that they have the resource and enterprise of the New Zealanders, who were deliberately left out of the Australian Commonwealth, though New Zealand has only a small fraction of population and a comparatively insignificant area, and is only three days' sail off the Australian coast.

The desire and purpose of home government and colonial legislature alike is to do what is best for the future of the island, and that certainly meantime lies along the line of improving in every way possible the Government and developing more and more fully the resources of the country.

Our Colonial Civil Service, especially the higher officials, needs much amendment, as these are largely men whose only interest is income for a few years, and then they pass off like knotless threads. There should be a special training for such service that would secure men capable of grasping and presenting development problems, men with minds eager to do the utmost to benefit the community which they direct or aid in administering.

There are good and strong arguments for the federation of contiguous groups of the islands and even adjoining mainland, and once that has been done and has proved successful there would be a solid reason for reconsideration of Jamaica's position. Meantime there should be the fullest conference and co-operation in all matters which equally affect all the colonies, such as shipping, postal, telegraphic, cable facilities; wireless 'phone and message service; air communications; interchange of labour; removal of tariff barriers. Possibly more satisfactory results in such matters can be attained without official conjoining of the Governments. Earnest efforts should be made conjointly really to inform the moneyed public at home of the opportunities for investment there are here. The colonies may well do some

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advertising, but every shrewd advertiser makes sure that his expenditure is on an article which has intrinsic merit, and any attempt to let in the people at home will only have disastrous results. Progress all round on well-considered lines should be Jamaica's watchword.

VII.

South America.

EASTERN SEABOARD.

OUR voyage to South America had to be preceded by rather an awkward sail of five days, from the Tropics to New York under blizzard conditions, as we had by cable been advised that our steamer for South America would not call at Barbados. Until the day before sailing that was the arrangement, but then the exigencies of coal supply compelled a change of plan, and our journey of two long sides of a triangle was needless, as after all we sailed direct for Barbados.

It is a small but very interesting colony, having many points of difference from the other British West Indian islands, particularly a greater degree of self-government than they have, also a greater proportion of cultivation. Bridgetown, the capital, has large areas of native houses, each with its little patch, and generally the people live simply on what is grown there. The whole place is interlaced by tramway lines, on which tiny horse-drawn cars give quite a frequent service. There are ample bathing facilities, and the natives, women as well as men, all the time our steamer was in the bay, demonstrated their proficiency in swimming and diving. Sugar, bananas, and tobacco are the principal crops. The former is crushed in local mills and marketed unrefined. There are large growings of fruit of all kinds and some export of bananas and oranges.

It is exceedingly difficult for stay-at-home Britons to realise the enormous area of South America. We have managed to get the idea into our heads that the United States of North America include a vast territory, and that

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the area of Canada exceeds that of the United States, but although a look at the map of the Western hemisphere demonstrates it, we do not realise the fact that Brazil alone has an area greater than that of the United States, that South America has one other large State, the Argentine, of about half the area of Brazil, and that the total area of all the ten republics is considerably greater than North America. There are in the latter large spaces of waste land, but in Brazil especially there is no large area which does not yield good pasturage or timber, and there are enormous areas fit to add to the comparatively small proportion (less than one per cent.) now under cultivation. Sailing along the coast of Brazil, from two days after leaving Barbados until a day before arriving at Montevideo, about 3,300 miles, one is all the time on the skirts of Brazil. No other country in the world has such a length of seaboard.

Again, we stay-at-home Anglo-Saxons do not realise to what a large extent the Latins, especially the Spaniards and Portuguese, have held their influence in South and Central America. We are apt to think that, as the parent nations have long lost the place which they held among Europeans when these daughter nations in the Americas were formed, these must come under Anglo-Saxon leadership. This is no more true of the Latin republics of the Americas than it would be of Britain's Colonies and Dependencies were she to take even a second place in the councils of Europe. Happily, the war has made the beneficent leadership of Britain more pronounced than ever. The Republics of South America, under the lead of Argentina and Brazil, are rapidly assimilating the inflowing population, and the various nationalities have each pronounced and definite characteristics. The Brazilians are punctiliously polite and courteous; abstemious, their most customary drink being coffee—small quantities frequently. They love a gamble; indeed, all over South America there are local

South America: Eastern Seaboard

and State lotteries, and betting on horse-racing and other sports is openly encouraged. Though nominally Republican, the Latin dearly loves personal distinction, and that now takes the form of a weakness for display of academic titles and wearing of uniforms.

The sail along the Brazilian coast is monotonous until Pernambuco is reached, but from there to Cape Frio, a few hours from Rio, land is almost always in sight. Our passengers were very anxious that the vessel should be timed to enter Rio harbour by daylight. However, we passed Cape Frio as the sun set behind the hills which surround Rio harbour, and we made the approach under full moonlight, gradually realising the outline of the coast outside the harbour marked by thousands of lamps like a special illumination to receive us, and about eleven o'clock we anchored inside the bay under the island fort.

The following morning was that of Easter Sunday, and it is hard to imagine any more impressive scene in nature than that which we witnessed during the hour preceding sunrise. All round, but specially to the east, were these curious sugar-loaf forms of mountain. They were at first in dark colours—purple, green, and brown, with pale lemon and turquoise in the sky. Generally the colours of the sky, though ever changing, increased in brilliancy, while the rocky foreground, also changing, became always lighter in the body of colour until, when the sun rose, red and gold dominated land and sky.

We had as fellow-passengers two prominent members of respectively the Uruguay and the Argentine Governments, and the importance of these gentlemen was suitably acknowledged by guns from the fort. Then deputations to receive each came out in State barges, resplendent with flags, and bearing representatives in highly decorative uniforms. The scene on deck when these figures advanced with great ceremony and enthusiastically embraced their returning chiefs made one

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realise the difference from our Anglo-Saxon stolidity in similar circumstances.

There are three famous harbours in the world—San Francisco, Sydney, and this. The first we could now compare, and certainly Rio excels. The whole laying out of the foreground of the city within and without the bay is most impressive. The Avenida Beira Mar borders the buildings within the bay, and outside to the south, Leme, Capacabana, and Ipanema form a continuous Atlantic boulevard. Within the city is the Avenida Rio Branca, a handsome street of modern public and business buildings, which may in time become the shopping centre, though meantime the Regent Street of Rio is the older and narrow Rua Ovidor. The Rua Primeiro de Marco is the principal business street, having the post office, exchanges, and most of the banks, with the market close by. The view points of Rio are the Sugarloaf, with an aerial railway to its top, from which we enjoyed the marvellous sight of Rio and its suburbs at night, all lit by electric lamps; Corcovado, much higher, reached by a rack railway, gives a beautiful view of the city and its surroundings by day; while Tijuca, with a drive to it and beyond, including Gavea and the remarkable botanic gardens, famous for the rows of royal palms, gives a good idea of the tropical vegetation of this part of Brazil.

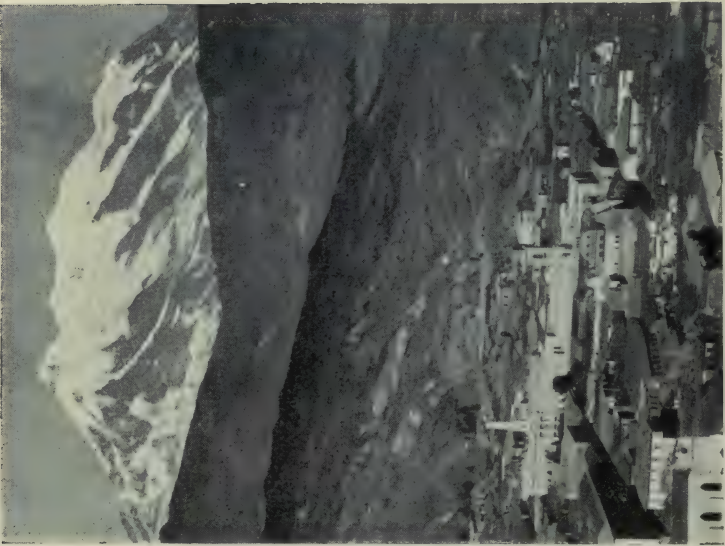
The principal exports of Brazil, named in the order of magnitude, are coffee, wild rubber, meat and hides, cotton, yerba matte, sugar, tobacco, and wheat. There are now considerable and increasing textile industries for clothing, also coffee-bags of aramina, hammocks of pitu, and lace making. Practically the mineral and metal resources are untouched, the great bulk of the country not having been surveyed. What of the river which gives the name to the capital of Brazil, and the silver which gives the name to the Argentine and the La Plata? It is a curious coincidence of the early Spanish



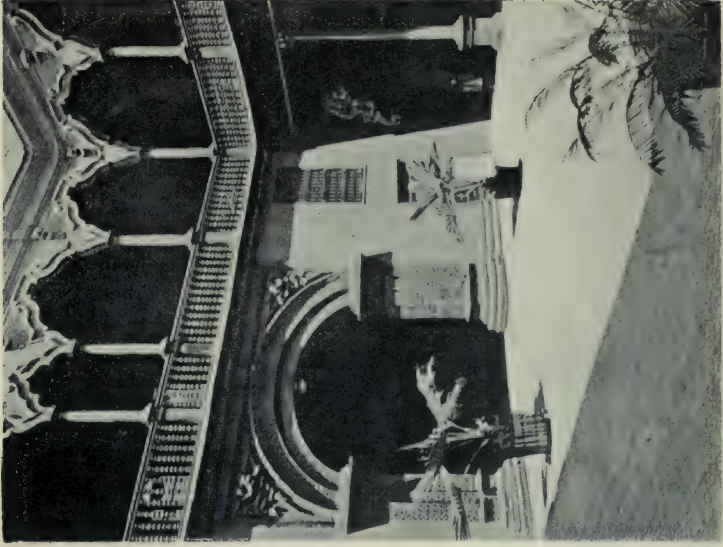
9—RIO DE JANEIRO BY MOONLIGHT, LOOKING TO THE ATLANTIC.



10—EL CONGRESO, BUENOS AYRES.



11—LA PAZ AND ILLEMANI, BOLIVIA.



12—CASA DE TORRE TAGLE, LIMA, PERU.

South America: Eastern Seaboard

naming, that in both countries the name was given without ground, as there is no river at Rio and no silver in the Argentine.

Our last evening in Rio was marred by a sharp rain-storm, which however benefited us on the usually very dusty ride of eleven and a half hours for over five hundred kilometres to Sao Paulo. There is a continuous ascent till at our destination we are about 3,000 feet above the sea, and the whole journey is through fertile cultivated country, coffee and sugar being the principal crops. The city is not only very modern, but it grows so rapidly that before many years it will rival Rio, and it is promising both as an industrial and as a health centre. The air on the upper parts, such as Hygienopolis and Avenida Paulista, is most exhilarating, and even in summer the temperature is moderate. We made our way down to Santos, the port from which most of the Brazilian coffee is shipped to all quarters of the world, by what is said to be the costliest, but the best-paying railway in Brazil, the drop to and ascent from sea level being made with a series of five wire ropes operated by stationary engines. Santos now has the reputation of being one of the healthiest ports in the world as it is—being very modern—one of the best appointed.

We were fortunate to get, without delay, a United States steamer bound for Montevideo and Buenos Ayres. The former we were able to see during the day we lay in the port. Then the following morning we crossed the La Plata to the largest city of South America. The approach by a dredged channel across this pale brown water to the flat bank covered with buildings is certainly, after Rio, not impressive, but on getting ashore we found Buenos Ayres a very well laid out city, with innumerable open spaces and many fine buildings. The older part of the city has narrow streets where traffic can only proceed one way. An attempt has been made, as in Rio, to make the wide handsome Avenida del Mayo the principal

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shopping street, but as yet public conservatism prefers the old narrow Calle Florida, in which all the best shops and stores are situated. This is a recognised promenade, and all vehicular traffic is stopped during the afternoon. The display in department stores rivals New York and San Francisco in good taste. The car service is very thorough and well managed, and the system of numbered routes, with a publication listing these and the whole route covered, is extremely helpful to visitors. A very practical guide gives a printed plan, with the streets named east and west, north and south, radiating from a named well-marked centre, and the numbering of each street, for which one hundred is used in each block. There are eight such centres, but really the essential one for a stranger is that in the centre of the city. Traffic on streets and railways goes to the left, as in Great Britain. There is an investment of more than 150 millions sterling of British capital in the Argentine railways, and the stations are distinctly British in plan, though the build of the ordinary coaches follows the European continent and North America. Sleeping accommodation is on the lines of the British system—separate compartments. One very simple improvement was noticeable on the Southern. The nameboards are set back and at an angle to face the approaching train.

There is a curious habit of commemorating dates in street and plaza names. One of the large railway stations is situated on Plaza Once de Septiembre (eleventh of September), but practical use has made this “Once estacion” or “Once” (eleventh). “What’s in a name?” All over South America our Saturday is Sabado (“Day of Rest”) and our Sunday or Sabbath is Domingo (The Lord’s Day). Surely in both cases better names than ours for these days.

In Buenos Ayres the police wear a distinctly British type of uniform, but that a sword-bayonet is carried, and their most obvious duties are regulating the traffic in the

South America : Eastern Seaboard

older narrow streets. The navy follows entirely British dress, and meantime the army is still wearing German models of uniform, but that may now be reconsidered in the Argentine as it has been in Chile.

There are large industries carried on in Buenos Ayres. The meat freezing establishments called *Frigorificos* are quite a feature in the city, at La Plata, and on the river banks for convenience of shipping ; the market for wool and hides is about the largest in the world. A beginning has been made in textiles, especially of heavy woollen fabrics.

Buenos Ayres is a good place to get away from. There are large and fine residential suburbs within easy reach. El Tigre, situated among the delta network of rivers, is one of the most delightful resorts, where many of the business men reside throughout the year. Mar del Plata, which we did not see, as the season was over, is a distinctly summer seaside fashionable quarter, at too great a distance for daily travelling.

Buenos Ayres gives its name to a large province, but instead of its being the administrative centre, La Plata, about two hours' railway journey southwards, is the capital, where the provincial Council meets and law courts and other central offices are centred. The city has been planned with a long look ahead, with large buildings and wide streets, wholly needless as regards traffic as yet. There is, for instance, the bones of an extensive cathedral, which has been abandoned meantime for want of money. Such is the perversity of human affairs, that where excessive foresight has been exercised, the expansion prepared for does not materialise.

In Brazil and the Argentine there is ample room for three or four times the population, and when that comes all the spacious planning may be made useful.

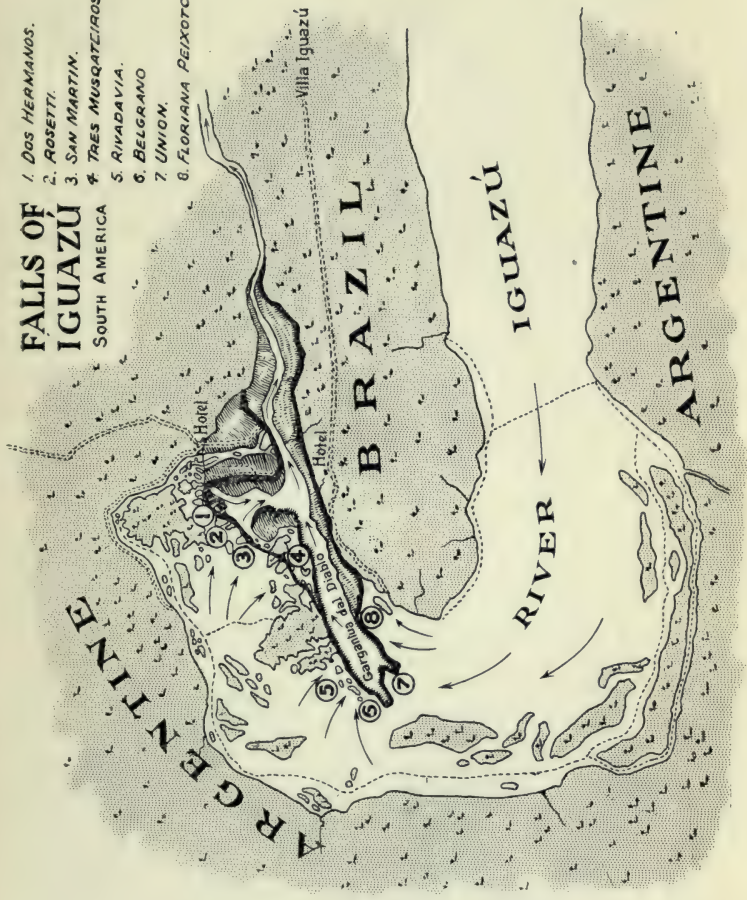
Two days take one from east to west over the Andes, and the record of that journey may be the introduction to the elder Republics yet to see.



FALLS OF IGUAZÚ

SOUTH AMERICA

- 1. DOS HERMANOS.
- 2. ROSETTI.
- 3. SAN MARTIN.
- 4. TRES MUSQUATEIROS.
- 5. RIVADAVIA.
- 6. BELGRANO.
- 7. UNION.
- 8. FLORIANA PEIXOTO.

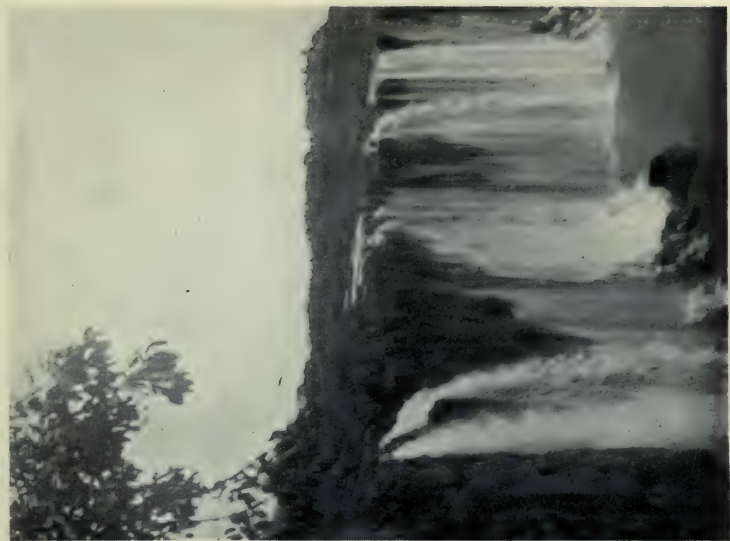


13—SKETCH PLAN OF THE MOST BEAUTIFUL WATERFALLS IN THE WORLD.

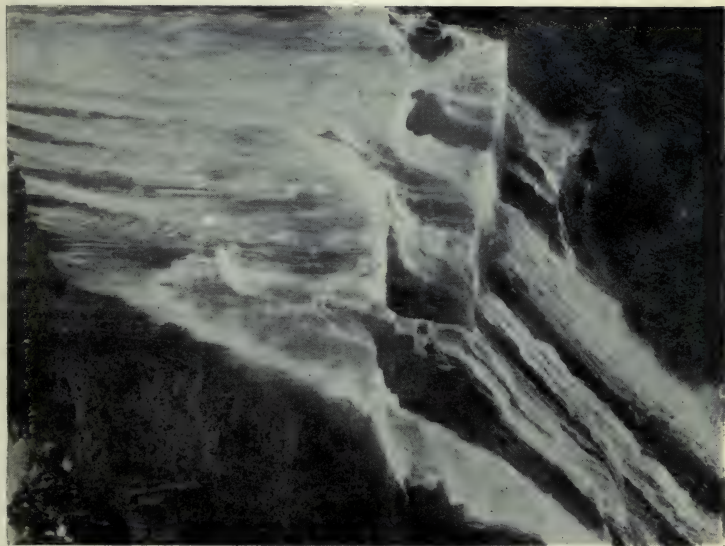


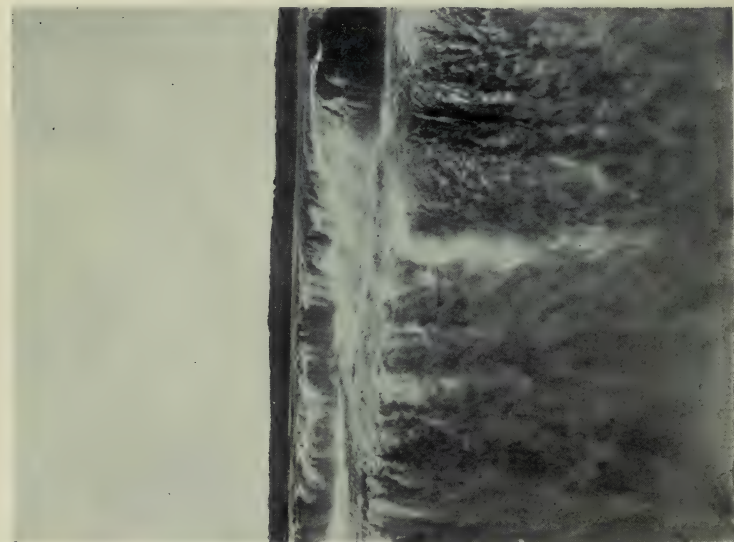
14—GENERAL VIEW OF THE FALLS OF IGUAZU.

16—TRES MUSQUATEIROS.

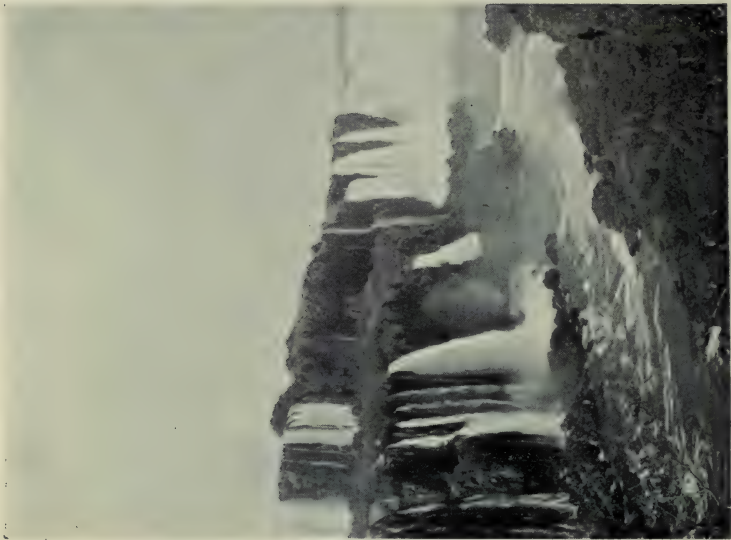


15—FLORIANO PEIXOTO.





17—GARGANTUA DEL DIABLO.



18—BELGRANO, UNION AND GARGANTUA DEL DIABLO.

VIII.

A Visit to the Iguazu.

THE MOST BEAUTIFUL WATERFALLS IN THE WORLD.

THIS example, as yet little known, of Nature's variety and profusion is situated about 1,000 miles from Buenos Ayres, and though rather nearer as the crow flies from Rio de Janeiro is much less accessible. The Indians gave the name, which is pronounced Eeg-wah-su, and it means simply "Great Waters."

Normally, it is possible to make the journey by river in suitable steamers, taking, of course, up-stream a longer time than by the railway, but owing to a strike, which had lasted already three months, we had no choice but to proceed by train to Posadas, about eight hundred miles in thirty-six hours. For about three hours the line was on the south bank of the La Plata, then the train was run on board a large ferry at Zarate and proceeded for about one hundred miles or so up the Ibicuy arm of the river, where we were landed at a town of the same name. The ferry had been built on the Clyde in 1909, and was named the *Maria Perera*. Our journey was through the province of Entre Rios, with fertile lands and bearing evidence of great productiveness. Large herds of cattle, sheep, and horses were visible; ostriches, which had been allowed to die off during the war, were again being raised.

We reached Posadas on the second morning, to find the steamer for Port Aguirre all ready to sail, and at first no berths to be had. However, with a little negotiation, room for the three tourists was found. The cause of the pressure we found to be that a considerable contingent of Britons were *en route* to a new settlement

Zig-Zagging Round the World

called El Dorado, well up towards our destination, in the province of Misiones, at the north-east corner of Argentina. For four days, covering a farther two hundred and twenty miles, we sailed upwards, zig-zagging slowly against the current of the Alto Parana river, which drains a large part of Brazil, and the upper waters of which we had passed *en route* from Rio to Sao Paulo some weeks before.

The whole journey was through picturesque scenery, the well-wooded river banks bearing quite useful timber, which was being freely cut and floated in rafts down to Buenos Ayres. Our steamer was a stern-wheeler—heel-kickers, the Yankees call them—built by Yarrow, at Poplar, for British Government use at the time of Tel-el-Kebir. She burned wood as fuel, and picked it up from prepared piles as we went along. In addition to cargo in her hold, she had a barge alongside which was used for live stock, of which there was great variety. One patriarch, a Brazilian, was moving his household, family, servants, furniture, oxen, and horses several days' journey up the river. Our cargo upwards was largely gasoline and food, and returning the barge was piled to its utmost with thousands of bags of "yerba matte," the tea of the Argentine, which they use in bombillas, bowls of hard wood, with a silver tube through which the infusion is sucked morning, noon, and night, and which, it is claimed, is food as well as drink, having extraordinary sustaining power for physical exertion.

We landed just after daybreak at Port Aguirre, situated where the Iguazu river joins the Alto Parana. The Iguazu river is here the boundary between Brazil and Misiones, the north-easterly province of the Argentine. It drains the Parana province of Brazil between Santos and Porto Alegre.

We were prepared for a rough journey of eighteen kilometers overland to the hotel beside the waterfalls. However, after coffee while our baggage was being carried up the steep bank, we got on a Ford car, and

A Visit to the Iguazu

within an hour were looking right at the most wonderful collection of waterfalls in the world. How does it compare with Niagara and Victoria Falls? The latter I have seen only in pictures, but comparison of either with Iguazu is stupid. Nature does not repeat herself in waterfalls. The other two are sheer drops at a change of level; here the river, while on a wide course, has struck a blocking obstacle at almost a right angle, and has been forced to turn aside and find its way over a broken, rocky ledge, which has caused an echelon and succession of falls, ending by the river continuing its original direction in a much confined and deeper channel. It is not one waterfall, but over a dozen spread over and intermittent. From the Brazilian to the Argentine side are nine named falls, some in groups, such as the "Tres Musqueteros" and the "Dos Hermanos," and others, like "San Martin" and "Floriana Peixoto," though bearing one name in several streams, while the main and dominating fall of the whole group, the "Gargantua del Diabolo," is in pot-hook form, so varied are the angles at which the river has had to force its ways.

Our first day was spent in walking quietly round the near footpaths to get our bearings. We saw the wing falls—Dos Hermanos (1), Bosetti (2), and San Martin (3)—in accompanying plan (*see 13, facing p. 64*), and also the gorge where the river has concentrated after all the falls, which gorge affords a distant vista of the Gargantua. The following day, as soon as the morning mists which prevail in autumn had lifted, we set out for the grand tour in a canoe, with three native guides, and had six hours of great interest. They paddled to the nearest landing-place for each viewpoint, and then two, and sometimes all three if the portage was heavy, went ahead to drag the canoe up rapids or over rocks to allow us to reach the next viewpoint. Thus in succession we were able to command, sometimes quite at close range, attractive views of each fall or group of falls, and the longer and more thorough

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inspection only increased our admiration for the wonderful spectacle. The vegetation was profuse, and though we were in late autumn, there were many wild flowers, dominant among which were the passion flower, just at its fullest bloom. We were further fortunate enough to have on both evenings a lovely sunset, followed by a moon almost at the full.

In addition to the three falls already named, in order from the Argentine side, there are Tres Musqueteros (4), Comodore Rivadavia (5), Senor Belgrano (6), Salto Union (7), and Floriania Peixoto (8), and, of course, the dominant fall of all, Gargantua del Diabolo. At present there is in preparation a complete survey of all the falls, and a record of the volume of water at the different seasons. It is stated that, roughly, the total volume in November, believed to be the maximum period, is five times that of Niagara.

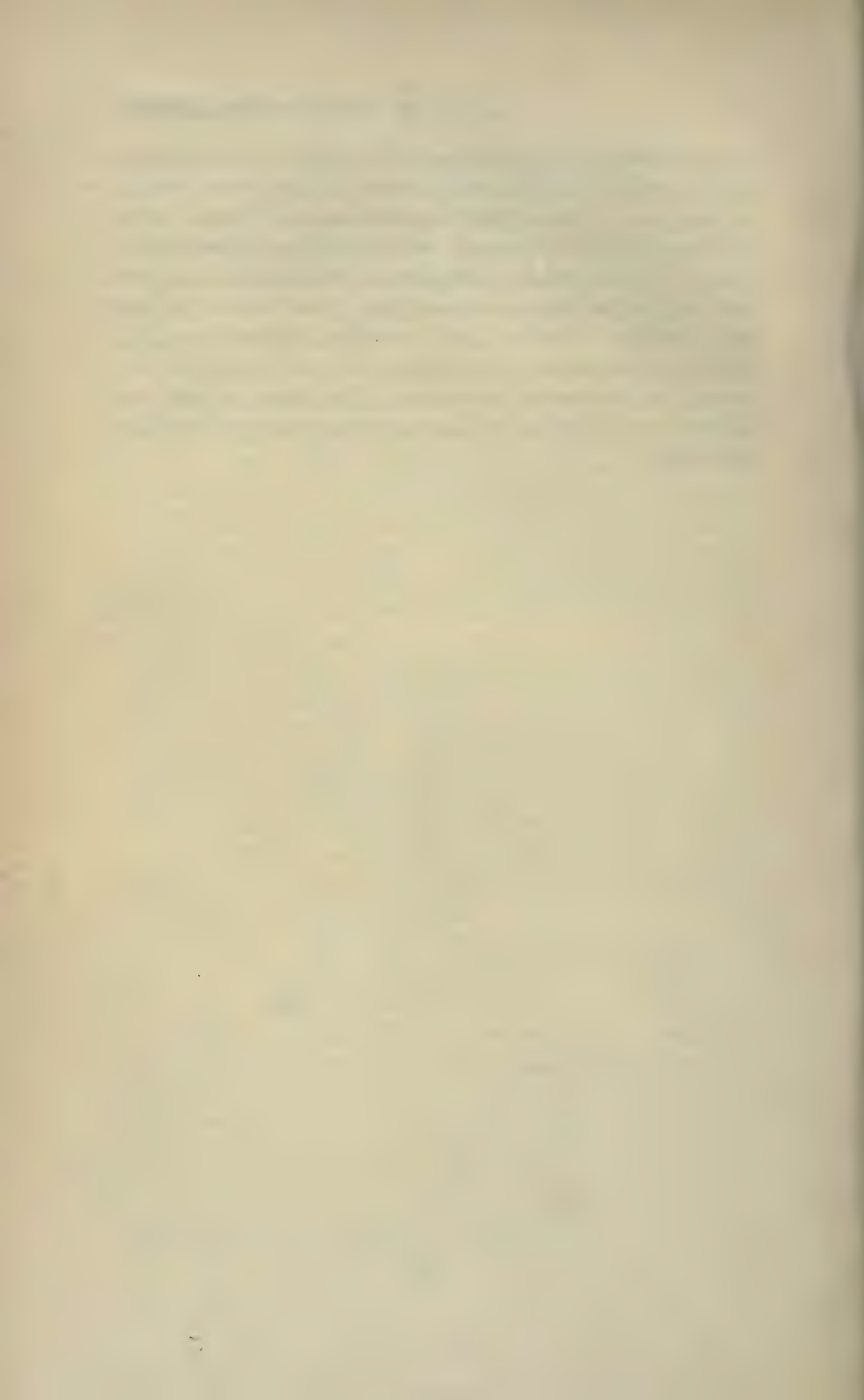
About one hundred miles farther up the Alto Parana there is the La Guayra Cascades, a succession of twelve sloping descents of the river, irregularly echeloned over several miles, and giving possibility of a very large power, far exceeding anything presently utilised anywhere. There is talk of such a use of Iguazu, and we saw plans drawn for an Argentine and Brazilian scheme which, let us hope, will have the full benefit of the "Manana" (to-morrow) habit prevalent here.

We did not make this journey to La Guayra, as already the time occupied was far beyond our expectations. The Captain of our steamer had warned us to be back at Port Aguirre two days after our landing, but we had to wait patiently for other three days before she came for us to make the return journey. The accommodation on railway, steamer, and in hotels was of the simplest, and not always so clean as we should have liked, but still we did not regret the excursion, which was amply rewarded by Iguazu.

Our return to Posadas was delayed by a severe

A Visit to the Iguazu

thunderstorm, so that we had to lie up for several hours, during which the torrents found all the seams in our cabins, and we were glad to get ashore in Posadas before daybreak on the third day, with two days to wait for the train. The situation of Posadas is favourable to sunsets, and we had in the clear atmosphere, after the storm, two most brilliant displays, each entirely different from the other in character. Our journey by rail was slow, and again the pleasantest part was on the ferry, which rival railwaymen describe as the smoothest track of that line of railway.



IX.

South America.

WESTERN SEABOARD.

THE day before we started for the west was one of pouring rain, a condition which people at home can hardly realise the advantage of, as otherwise the long run over the pampas for twenty-two hours would have been unbearably dusty.

Our first experience was one of the needless discouragements to travellers, an exit examination by the Argentine custom-house of the baggage we were carrying. No explanation could be had of its object, but the officer duly collected his tip for allowing some pieces to escape disturbance and search. Brazil had no such search, but there they made every passenger pay a tax of £6, regardless of distance. It is to be hoped that these war measures will soon be only a memory.

The Pacific Railway has the reputation of being one of the best laid and best managed roads on the continent, and it is essentially a British concern. At daylight of the second day we were near the foot-hills of the Andes at Mendoza, the great wine-producing centre of the Argentine. An accident had been avoided by the timely discovery of a broken axle, causing a delay of an hour and a half, but that did not prevent our arrival at Santiago practically on time.

For the ascent the weather, while cold, was clear, and excellent views were had on this our first acquaintance with the Andes at close quarters. From near Las Cuevas a distant view can be had of two of the outstanding heights, Aconcagua (Aconcawa), about 23,000 feet, and Tupungato, about 22,000 feet. The influence of this prodigious mountain range, unparalleled in the world, is felt all over the eastern republics; but it is not until

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actually in the west that one fully realises how this geographical feature affects every part of South America. It is impossible to over-estimate the enormous resources consequent on that bold ridge of 15,000 to 23,000 feet, and all that is contained in its marvellous geological formations—gold, silver, copper, tin, iron, sulphur, borax are known to be there in large quantities. Who knows what else there is ?

Chile has a shape unlike any other country in the world, a narrow strip of 2,500 miles long and 100 to 150 miles broad, with an extraordinary variety of climate and produce. In the south the weather is not unlike Britain's : three months of summer, spring and autumn temperate, and in winter a good deal of stormy wet weather, but favourable alike for stock and crop raising. The north end is bare, rocky land, but with an even more profitable product, this being the great nitrate country, which is supplying, and likely to supply to the whole world for many generations, valuable stimulants to agriculture.

The two principal cities of Chile, Santiago and Valparaiso, are situated near the middle of the republic—the former the seat of Government and the latter the commercial capital and largest seaport. Arriving late at night in Santiago, we had snow on the mountains and rain in the city, the first for seven months, and within a week the railway was impassable because of heavy snow. The city is inland, in a pastoral country, well built and laid out, with the dominating feature a hill like Edinburgh Castle, of three to four hundred feet in height, Santa Lucia hill, from which there are beautiful views of the city and its mountainous surroundings, and especially it gives a view-point for the lovely sunsets, which are a feature of the western seaboard.

Chile, more than any of the republics, has followed the German military training and uniforms ; but since the war the cadets are all being clothed and trained on

South America: Western Seaboard

British lines, and gradually that will spread through all branches of the army. The navy, now and always, has followed Britain closely.

There are in Santiago good legislature buildings, and also Government department buildings, mostly of recent construction; several public parks, and a very well conducted agricultural school and experimental station. The journey down to the sea is through fertile country, stock farms, and fine fruit-growing land, a large area bearing grapes and making the vineyard of Chile, where wine, quite equal in quality though not in quantity to the Mendoza product, is made. Before arriving at Valparaiso the large suburb of Vina del Mar is reached. The name still applies, but, while largely residential, many industries are carried on, and the wine producing is only of small proportions.

Valparaiso still shows the effect of the earthquake ten years ago, and also shows how futile are man's efforts to cope with the harbour problem. Millions have been spent on trying to make a sheltered harbour, but as yet it remains only an exposed roadstead. The limited area of ground available has forced the residential part up the hills, and has compelled the use of exceptional appliances; many of the car routes involve the sheer lifting of the passengers up a mountain side. There are well laid out plazas and parks, and some good office and warehouse buildings of recent construction.

The divisions between Chile, Bolivia, and Peru are arbitrary, and indeed they can hardly be called stable, as there are still questions of boundary between Peru and Chile, and Bolivia has an admitted claim for a certain limited seaboard. Let us take the three republics as a whole. Roughly the combined populations are under ten millions, a figure which it is claimed was, in Inca days, maintained in remarkably favourable economic circumstances on, approximately, only the area of Peru and Bolivia.

As well for agriculture as for development of the

Zig-Zagging Round the World

mineral resources, what is absolutely necessary is a big influx of population, and there is no evidence of even the beginning of that. Railways are now under construction, which will do much to open up the mountain region for mining, and for agriculture the vast area of land between the navigable Amazon and the Andes, known as the Selvas. Already the eastern parts of Peru and Bolivia are attracting a few settlers, but that occupation must become more general.

The first stage of an effort to see what was possible to passing tourists of upper Chile, Bolivia, and Peru was a steamer journey in a Clyde-built boat to Antofagasta, beginning with, from the steamer, the most impressive view we had of Valparaiso. All the three days' journey was along the nitrate coast, where we had occasional glimpses of bare rock with glistening white, as if snow had just fallen. These are thin unworkable deposits of the nitrate. About two hundred miles from Valparaiso are Coquimbo and La Serena, small nitrate ports, the latter with an interesting history as the scene of fighting in old Spanish days.

We landed on the third day at Antofagasta, not by any means an ideal port, but it has become the recognised terminus of the Bolivia Railway, though Mejillones (Mehilyones), fifty miles north, is a much better harbour. Antofagasta very distinctly owes its prosperity to the railway, as the comfort of existence there would be much impaired but for the water supply brought down by the railway company, a British concern, from the Loa River, one hundred and ninety miles away, which not only is in use for domestic purposes and the nitrate works, but is used at Calama and other villages to irrigate the land, producing vegetables and fruit for the barren region of Antofagasta. The gauge of this line is thirty inches as far as Uyuni, but it is in course of being altered to a metre gauge corresponding to the other railways of Bolivia and Southern Peru.

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The journey for about two hundred miles is right through nitrate country, where there are about twenty-four officinas or factories preparing the valuable material for shipment. The first big copper proposition is at Chuquimata, where 30,000 tons of ore are soon to be handled each day. Shortly after, the famous Loa Viaduct carries the railway, by six lattice girder spans of eighty feet each, over the river, three hundred and thirty-six feet above its bed. The railway has now attained an altitude of 10,000 feet from the sea, and there are constantly changing views of bold, snow-capped heights, many of which are volcanic. San Pedro and San Paulo are passed, each about 18,000 feet. The summit of the Antofagasta line is at Ascotan, 13,000 feet up, just after which the extraordinary Borax Lake of Cebollar, twenty-four miles long, is reached. This is entirely worked by a British company.

There now comes into sight the enormous Ollague (O-yah-way) mountain, over 20,000 feet high, perpetually heavily snow-capped and its volcano always smoking. On the mountain side there is a practically inexhaustible mine of pure sulphur, owned by a Bolivian of Spanish birth, whose means before its acquisition were very limited. His possessions are now valued at over five million sterling. The Collahuasi and Potosi (Potto-see) copper mines are each worked by branch lines from this railway. These rise to over 15,800 feet above sea level, and are the highest railways in the world.

Bolivia is entered at Uyuni, 12,000 feet above the sea, and as the gauge is altered to one metre, it is necessary to change carriages under rather trying conditions, with the temperature a good deal below freezing point. There are two silver mines in this neighbourhood at Huanchaco and Pucucayo. There is hardly any gold working at present, either in Bolivia or Peru, but it is believed that the eastern spurs of the Andes in both countries would, if surveyed and railways connected, be very productive.

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After passing Poopo Lake, Oruro is reached, a modern mining town, which, for a place of 8,000 inhabitants, 12,000 feet above the sea, is a wonderfully well-run municipality. Soon after leaving Oruro, the country changes from barren swamps to good grazing ground, with herds of cattle and llamas. Just beyond Viachi the full view of Illimani is suddenly disclosed. From the majestic snow-covered height of 21,181 feet it keeps guard of La Paz, apparently lying at its feet, though forty miles away. La Paz is unique ; there is no possible comparison with this city of 50,000 inhabitants, nearly 12,000 feet above the sea, lying in a fertile valley, basking during the days of even midwinter in strong sunshine, but the moment that heat is withdrawn, in an Arctic temperature. We had felt the altitude and cold at Uyuni, and did not resent the provision in our bedroom at La Paz of an electric stove. Really, the comforts of both railway and hotel accommodation were quite unexpectedly good.

A few days made us familiar with the brilliant colours worn by the Bolivians ; the scene at the Sunday morning market was quite the gayest we have yet seen. The picturesqueness of the costumes is enhanced by the appearance of the prevalent beast of burden, the llama. Turning a corner, one comes on long pack-trains of these graceful animals arriving with produce from the lower valleys, or bearing back to these the needed supplies from the city. Robert Burns had not been to South America, or he would even more strongly have emphasised the frequency with which plans of " mice and men gang aft agley." Ours were for going on to Cuzco, the old Inca capital of Peru, but a telegram intimated the withdrawal of a local sailing, and that, unless we cut out Cuzco and travelled right down to Arequipa and Mollendo, we could not reach Callao in time to get the steamer *Anyo Maru*, by which our passages were taken to Honolulu. There was left to us one visit

South America: Western Seaboard

which had been since school days a dream, now about to become a reality—Lake Titicaca.

We left La Paz in the early afternoon, about half an hour after we were looking on a Bolivian golf course, and an hour before dusk we were at Tiahuanaca (Teeawanacca), where are large remains of the foundations of Inca buildings, now carefully roofed over and preserved. A few minutes later we were at Guaqui (Wakee), on the borders of Lake Titicaca. We boarded the *Inca*, a vessel of 1,500 tons, built by Earle's, at Hull, about a dozen years ago, and brought out and carried up in sections. The view of fifty miles of snow heights about the same distance away to the north, with the rosy tints of the setting sun on their western slopes, was most impressive and will ever remain a memorable scene—Illimani, Huayui Potosi, Milluni, and Illampu were the four mountains, and the grandeur was rather enhanced by the distance and the detachment.

We landed on the Peruvian side at Puno in the early morning, with a lovely sunrise, and soon reached Juliaca (Hooley-acca), where the railway to Cuzco branches, and our line for the coast rose over the Andes, the cumber or saddle being at Alto Crucero, 14,666 feet above sea level. *En route* we passed streams, whose course to the sea was 5,000 miles long, finishing when the Amazon enters the Atlantic. Two lakes, Laginullas and Sarococha, are passed shortly before reaching the summit, from which there is a rapid descent of nearly 7,000 feet to Arequipa. On the way down the dominating heights are Coropuno and Ampato, each well over 20,000 feet, and there are as guards over Arequipa to the south Pichu Pichu, in the middle Al Misti (known as the Fuji of Peru), and to the north Chachani.

We found ourselves most comfortably housed in Arequipa, in a lovely garden just on the edge of the town, with home food, home beds, and linen. The plaza and cathedral are unusually well cared for, the latter filling

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one side of the surrounding square, and the piazza, which fills the other [three sides, has hotels and the best shops in the city.

We had reluctantly to hurry away next morning to make our steamer connection at Mollendo. The descent of over 7,000 feet in about four hours is accomplished by winding, easy grades. Most of the land is utterly barren, but at Cachendo there is a small branch railway to the Tambo Valley, where considerable areas are under sugar. There is practically no harbour at Mollendo, and the Pacific Ocean makes shipment without rough water a rare occurrence.

The third day we landed at Callao, where there is a well-protected harbour, and within an hour were at Lima, the capital [of Peru, and much the most interesting city of the west coast. There are many quaint old houses with elaborately carved wood balconies to the outer street, and galleries of similar work around the patios. The cathedral is a most capacious building on the plaza, and near by are the Hall of Inquisition, now used as the Senate meeting-place, and a modern building used for meetings of Congress. A group of other public buildings is around the Paseo Colon, a recently laid-out drive and promenade, where there are many fine residences. The Exposition building and Zoological Gardens are here, as also a small but interesting museum of Peruvian antiquities. Inca mummies, and a textile collection, also carved woodwork from old Peruvian houses in Lima are the most interesting features.

We were anxious to see the famous Oroya railway, and went up to Rio Blanco as far as was practicable to go and return the same day. At Matucano we met the usual Scot—the locomotive superintendent—originally from Govan, who travelled with us in the queer little oil-burning locomotive and carriage combined, stopping wherever any feature made it desirable. The climb to over 11,000 feet is accomplished by a succession of

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V turnings, and there are extraordinary views of the Inca intensive agriculture in terrace-like Continental vineyards, but at altitudes of 10,000 to 12,000 feet.

We embarked at Callao on the *Anyo Maru*, a Japanese turbine boat, mainly for freight, but with some good passenger accommodation, and, after calling at Balboa, the southern terminus of the Panama Canal, we proceed by San Francisco to Honolulu.



19—NEW ZEALAND SHIPPING CO.'S S.S. *Ruahane* APPROACHING FROM NORTH.



.20—PEDRO MIGUEL LOCK, S.S. *Ruahane* AND GOLD HILL.

The Panama Canal, Pacific Trade, and the World War.

LIKE many great works, the scheme of the Canal, seen not on paper but in full operation, seems simplicity itself. The approach from the Pacific and from the south begins near Balboa, and, after eight miles of entrance, a rise of fifty-five feet is negotiated by two locks at Miraflores, and two miles farther on, at Pedro Miguel, in what is almost a lake, caused by the dam at Miraflores, a farther rise of thirty feet is made by one lock. Then comes the necessary cut of about three miles at Culebra, where, to avoid more locks, a huge gash, two hundred and seventy-two feet deep, had to be made in Gold Hill, and there follow five miles of comparatively simple canal cutting, making eight miles in all, reaching to Gilboa. Here the artificial Gatun Lake begins, caused by damming the Chagres River at Gatun, and a deepened channel, twenty-four miles in length, with a depth of from forty to eighty feet, reaches from Gilboa to Gatun, where three contiguous locks lower vessels eighty-five feet to the Atlantic level, and a straight canal of eight miles to Colon completes the work. Very few words in which to describe a magnificently-planned and executed work, taking about ten years to do, and costing about eighty millions sterling.

The locks are in duplicate throughout, and can take in the largest vessels afloat or building. There is a large generating station at the Gatun spillway, from which current is supplied for operating the electric engines which tow the vessels through the locks and for the other machinery of the canal.

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The landscape, especially at the southern end, is picturesque, and there is not only profuse vegetation, but evidence of ample fertility. The Gatun Lake is still covered with rather ungainly stumps, but even these Nature is utilising for an abundance of orchids, which in time will hide the bareness by lovely blossoms.

What is to be the effect of the realisation of this dream of over a hundred years? Who can tell? There is one sure direction of development, and that is in trans-Pacific trade from the Eastern States of North America and Europe to the populous communities whose countries are on the western side of the Pacific. It is certain that the Japanese will secure a large share of the additional freight and passenger traffic. Before the war they were easily the largest carriers in the Pacific, and during the war have been steadily extending. Without the Canal, the result of the war has left it that for a generation neither Germany nor Austria can recover the large place they held in the shipping trade of the Orient. Possibly nations which were neutral may fill part of this gap. British owners will no doubt seek their share of both additional trade caused by the Canal and the trade of the routes vacated by the losing nations. Competition is, in the interests of the public, desirable, and our powerful old British concerns would do well to remember that their ultimate prosperity is measured by the thoroughness of their public service. In pre-war days the Germans and Austrians had demonstrated that, and they deserve credit for it. There is much talk of a United States Mercantile Marine. That will only be if they give a service equal to the competitor. When Uncle Sam and his wife, especially the lady, go a-travelling there is little sentiment. They choose the line which makes them comfortable all the time.

What effect will the increased facilities for travelling and intercourse have on the standard of living of the Asiatic population? Will they be the means of opening

The Panama Canal and Pacific Trade.

the world storehouse of mineral wealth in the Andes? Will closer knowledge make for further emigration from China and Japan to South America? Only time can answer such questions, and the development of the answers will be watched with much interest on both sides of the Pacific.

XI.

The Hawaiian Islands.

WE had left South America in midwinter, and landing at San Francisco early in July, when it should have been midsummer, we found the temperature much lower than that we had left in South America and than it had been in California in the previous November. In addition, there was a foggy atmosphere most of the days. Having about a week to spend while our steamer discharged and reloaded, we went to a favourite seaside resort, Inverness, on an arm of the sea, which ran out to Cape Reyes, near to Drake's Bay, about forty miles north of the Golden Gate. Some Scottish enthusiast saw a likeness in this place to our northern capital, but really, away from the sea, it had much more resemblance to Deeside. It was quite interesting to see that the family man from the city spent his holiday much as we do in Scotland, and while he used his motor along the coast, such a thing as a ten or fifteen mile family walk was quite frequently undertaken, most of the girls being suitably dressed, like the boys, in breeches and strong boots.

After a week's delay we continued our voyage to Honolulu, the Charing Cross or half-way rest house of the Pacific. One should study a large map of this remarkable group of islands so placed as to be the natural stopping place of any voyage from North American to Orient ports or vice versa. The eight principal islands lie in a rough diagonal line, the largest and newest island, Hawaii, being at the south-east end, and the oldest island, Kauai, being at the north-west end. Each island has bold mountainous features, and all are volcanic, with rich valleys between the mountains and coral reefs as out-

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guards to the coast. The combined area would make a good-sized New England State or a European kingdom, and no doubt in due course the present Territory of Hawaii will take its place as one of the United States.

The total population of the group is about a quarter of a million, with many races, of which the decided preponderance is Japanese and the Hawaiians about one-fifth. We arrived at Honolulu on Oahu, an island in the middle of the group, at sunrise, and were at once captivated by the remarkably beautiful setting of this well-ordered truly garden city. A bold headland, like Gibraltar, guards the eastern approach to the bay, and while the well-distributed houses are embowered in tropical vegetation, the feature of which is the number of blossoming trees, the background is filled by a succession of verdant and productive valleys.

Though within the tropics, the islands enjoy a remarkably equal temperature throughout the year, and are blest by the prevalence of south-east winds, giving cool nights.

It is claimed that the range of temperature during the year is covered by thirty degrees Fahrenheit. Bathing goes on all the year round, and the beach at Waikiki is famed the world over for this as well as for the sport of surf-boarding and riding the surf in outrigger canoes. There is a series of beautifully situated hotels on this beach, which is entirely protected by a coral reef, and a feature of the outlook is the extraordinary brilliancy and variety of the colouring of the sea. More than all the colours of the rainbow are there, and the fishes of these waters are as brilliantly coloured as the sea in which they swim. There is an excellent collection of these fishes in a well-equipped aquarium at Waikiki.

One asks why these islands should be a territory of the United States. The answer is furnished at once by a visit to the Mission House and Native Church on King Street. The former is the oldest frame building in the

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islands, and the latter a substantial stone building of more recent construction. Inscriptions on their walls tell the story of the work of the mission. Just one hundred years ago this year the first party from New England arrived in the islands and was followed at short intervals by other parties of clergy and teachers. These and their descendants are really responsible for the development and administration of the islands, and it was only a natural sequence to their work that about twenty years ago the inhabitants of the islands asked the Federal Government of the United States to take them under its protection. There are now established on the islands important naval and military depots, and much has been done to encourage industry and improve roadways and sea communications, also generally to develop the islands as a holiday resort for North Americans, most of whom are within ten days' travel of this gem of the Pacific.

Whatever the cause, the people of "The Islands," as they are now generally called, wear an aspect of wholesome cheerfulness, which it is a delight to see. They have in Honolulu an excellent street-car system, and it has still the distinction of running on the pre-war fare of five cents for any distance, with transfers. Children are much in evidence: the Japanese go in for large families, but the Portuguese more so, and these are certainly Isles of the Blest in that respect. Further, there is an excellent educational system co-ordinated from day school to high schools, technical and science colleges, and university. All classes of the community are well-to-do, and look as if their lives were set in pleasant places, economically as well as physically.

A good general view of Honolulu can be had from the Punch Bowl, or higher up from Mount Tantalus, and an exceedingly good set of dioramic pictures by local artists, of which this is one, has been set up within easy reach of the Government buildings; the other three are a

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most realistic showing of Kilauea the active volcano on Hawaii Island, the extinct volcano Haleakala on Maui Island, and the Waimea Canyon on Kauai Island.

It is possible to encircle Oahu by motor and railway combined, and on this tour most of the features of interest outside of Honolulu can be overtaken. We begin with the Nuuanu Valley, long a favourite suburb, but now being a little displaced by Manoa Valley and Kahala. Here are beautifully situated the golf course and county club. At the head of the valley is the Pali, a precipice of 2,000 feet drop, which was the scene of a huge massacre about a hundred years ago. The descent leads to the windward side of the island, where large areas are under pine-apples and rice. The former production is very large in "The Islands," and the fruit is markedly superior to that produced elsewhere. It is mostly canned for export to North America. The rice is consumed as food by the Oriental inhabitants. Before reaching the north-east corner of the island there is a large Mormon settlement, non-polygamous, having a handsome temple as the centre of their religious and social life. The influence of this community is very favourably regarded by the inhabitants generally.

In the centre of the north side of the islands is Haleiwa. There are extensive sugar plantations on this side and along the railway by the route back to Honolulu. Opposite Haleiwa the sea is particularly clear, and its bottom is covered by coral rocks of very varied colour. There are glass-bottomed boats available, and a fascinating time can be spent seeing these rocks and the highly-coloured fish whose habitat they are. There is a range of fairly high mountains on the north-east face as well as on the north-west face of the island, and an extensive plateau between these ranges, the upper part of which is the best pine-apple land. Here has been set down the Schofield Barracks for military forces, and a few miles nearer Honolulu is the naval base of Pearl Harbour.

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Like a famous "suburb" of Glasgow, Honolulu has benefited much by the liberality of those who have been already referred to as the real makers of the present territory of Hawaii, the descendants of the original missionaries and teachers. The Bishop Museum has a unique collection of historical articles, the principal feature of which is the royal robes of minute feathers, some of the garments involving the lives of thousands of birds so as to get enough of the colour desired. Many of the educational institutions already referred to derive large revenues from funds or lands bequeathed to them. The present owner of Moanalua, a beautiful place just on the western outskirts of Honolulu, has opened the unique Japanese gardens there to well-conducted visitors, and, as usual, we found the man in charge to be a Scot, who had acquired his knowledge at a well-known garden in Peeblesshire, belonging to an old Glasgow family.

Oahu, though the island of the group most frequently visited (indeed, the great majority of tourists see only the one island), is by no means the most interesting and instructive of the islands. That position is undoubtedly held by the largest and youngest of the islands, Hawaii, where Nature's processes in the formation of land are made evident. Sailing south-eastward from Oahu on the left, Molokai is first passed, an island seldom visited by tourists, and an area of which is set apart for the isolation of lepers from all the islands, and where, it is said, very satisfactory progress has been made with curative treatment. Next, on same side, comes Maui Island, with its port Lahina, where usually a call is made to land tourists who desire to see its large extinct volcano, Haleakala. To the right, two small islands, Lanai and Kahoolawe, are passed before the coast of Hawaii is reached, where on the windward side of the island the steamer lands her passengers at Hilo.

The principal town of Hawaii does not begin to compare with Honolulu, though there are a few blocks in

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the neighbourhood of the hotel and public buildings which are quite impressive. There are two good waterfalls, the Rainbow and Make Falls, quite within the town, and these give it a very picturesque appearance.

What is known as the Hamakua Coast Railway lies to the north of Hilo, and from there to the terminus at Pauillo there is a continuous succession of sugar plantations, with the villages in which the workers live as stations. These are so much under the management of Scots that this district is often referred to as the "Scottish" Coast. We went and came by rail, interesting because of the construction, which has a succession of bridges over the gullies and tunnels through the bluffs which divide these. The railway was very costly to build, but, as it carries all the sugar, the revenue gives a good return. The same afternoon we motored to the south of Hilo, through more sugar, and up about 4,000 feet to Volcano House, a hotel overlooking the Kilauea Volcano. After dark had fallen, we proceeded right down to the side of the fire pit, and there looked at the most impressive sight in Nature which has yet been met in our travels. Right at our feet was a huge cauldron of fire. We were on the lip, about three hundred feet above the pit, which looked like a huge pot of molten metal crackling and surging up, the contents contracting and changing but ever renewing and repeating its movements. There was a constant output of steam and fumes, and also frequent films of moisture and small passing showers. The moon was two days past the full and rose as we looked, and we were lucky enough to see a lunar rainbow produced by these showers. It can easily be understood that this impressive power has by the superstitious natives been exalted into a dominating position in their lives. The goddess of fire, Pele (pronounced Pelly), ruled their lives till Christianity reached them, and the boldness of Princess Kapiolani, who disregarded the tabus, specially as regards women, and declared these superstitions as idle fables, produced an

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epoch in the lives of the natives. Tennyson has preserved this story in the poem bearing the name "Kapiolani." By daylight we walked the three miles over the great lava-crusted pit, the successive flows being quite discernible, and again looked over on the boiling pot, which is rarely without its curtain of steam, but just for a few minutes a turn in the wind let us look down on what seemed for all the world like a Titanic porridge-pot boiling hard, and as each burst took place, flames came through from the mass of fire below. The natives call it Halemanman—"House of Eternal Fire." We were looking at a world in the making, as every few years miles of this island are overrun by the molten stream, which after a varying time is disintegrated into earth, which becomes valuable soil to produce earth's choicest fruits. In the two succeeding days we encircled the two large mountains, Mauna Loa and Mauna Kea, each over 13,000 feet high, from which these lava flows have mostly come, and we saw at various points, in addition to sugar, crops of pine-apples, tobacco, and coffee.

We visited tree moulds, where a lava flow had burnt out the tree and taken its place; what remains of a city of refuge, Honaunou, where the refugee was secure whatever he had done or was accused of doing; and at Napoopoo the monument to Captain Cook, set up where he was killed. For the night we landed at a hotel named "Mahealani," which means "nearest to heaven," and it certainly was a very desirable haven. Next day we continued to cross lava flows, then came to a large tract of pastoral country, getting round to the sugar plantations which we had passed by railway. The road skirts the coast and loops round the bluffs, giving very picturesque views and showing many waterfalls. We landed at a plantation to rest and see sugar-cane growing, and specially its conveyance by water shoots to the mill, where heavy rollers make it yield the sweet juice which becomes sugar. A very interesting day was spent

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visiting the south-eastern corner of the island, Kalapana Beach, and a small forest of lava trees, as well as a tepid green lake near Kapoho. On the return journey to Honolulu we saw by daylight the north portion of the island, including the two extraordinarily steep valleys, difficult of access, Waipu and Waimanu, and round past Kahala, on the north-western side, the steamer called at Malukone and Kawaihae.

After our return to Oahu, and a week more at Honolulu, we visited Kauai, the north-western island, known as the Garden Isle, and the most prolific and beautiful of all the islands. The roads are said to be remarkably good, but unfortunately our driver began with what is called the Grand Canyon of the islands, to which the road is about the roughest we have struck. The Waimea Canyon has a good deal of resemblance to that in Arizona, but of course a mere miniature in size, and with much more vegetation. The drive round the western shore to Barking sands by the sea is delightfully fresh, and the sand when rubbed in the hands, emits a sound slightly resembling a bark. The Spouting Horn, caused by the wave motion operating on shelving rocks with a large blow-hole, is an interesting phenomenon, but the feature of this island is the long green valleys running up to the high mountains and the magnificent crops of sugar and pines on the broad plains between the mountain ranges. Round the north side there are successive beautiful bays with sandy beaches. Lihue, where we spent a night, is the principal town on the island. We also visited, by the kindness of yet another Scot, whose parents had gone out from a popular Clyde resort, Kukiolono Park, a most extensive garden with a Bougainvillea hedge. Quite accidentally, we saw copies of two privately printed books, one by David Douglas, botanist, who classified the flora of the islands and lost his life while occupied on that work, and the other by Dr. Archibald Menzies, who was the medical man with

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Vancouver when he visited the islands twenty-eight years before the first of the New England missionaries. These two Scots did much good service to the inhabitants of these lovely islands, which are bound to become more and more holiday resorts for the English-speaking people of the world.

On the voyage to New Zealand we spent a day at Suva, in the Fiji Islands, and had the novel experience of dropping a day out of the calendar, the only effect of which seemed to be that instead of being half a day behind Great Britain we became half a day ahead.

XII.

The Dominion of New Zealand.

ON a journey such as ours one realises that Britannia does now, but did not always rule the waves.

Throughout both Americas the Spaniards were undoubtedly the pioneers. We found their tracks all over the western seaboard, from British Columbia to Chile, while on the eastern side, right round the Caribbean Sea and the coast of South America, they and the Portuguese led the way. The traces of Dutch navigators are only slightly in evidence on the most of the Atlantic, though, of course, they occupied South Africa from far back days. They had voyaged to the neighbourhood of New York in very early times, but it is on the western side of the Pacific that their enterprise resulted in the acquisition of colonies, and there a few outposts, such as New Zealand and Tasmania, which they visited and named, but never occupied. Captain Tasman called at but did not land on the islands in 1642, and it was one hundred and twenty-seven years later that they were explored by Captain Cook, and seventy-one years later, in 1840, that the islands of New Zealand were by treaty formally made part of the British Colonial possessions. The North and South Islands and Stewart Island have an area of 103,658 square miles, a little less than that of Great Britain. It is 1,100 miles from the extreme points north to south, and the coast line is an exceedingly irregular one, measuring no less than 4,330 miles, while there is no point in the interior further than seventy-five miles from the sea. The population, occupying an area closely approaching that of Great Britain, is roundly stated at one million, and of these about 50,000 are Maoris, roughly one in

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twenty. It will be seen that the distribution of population is much as if the people of Glasgow, Liverpool, or Birmingham occupied the whole of England and Scotland.

While essentially an agrarian country, there are four cities distributed equally between the two large islands, and though they are alike in that each is a well spread out gathering of human habitations, yet they are curiously dissimilar. Auckland, the farthest north, and with the largest population, is situated on the narrowest part of the North Island, with a harbour on each seaboard, east and west, on gently undulating ground and with endless arms of the sea for suburbs. There is ample room for expansion, but at present the city has few impressive buildings. The great bulk of both the business and residential parts is built of timber, conveying to home minds an impression of temporary structure and unfinishedness.

Wellington is also a seaport, situated right at the south end of the North Island on Cook Straits, which divide the two islands. There is only a small area of level land, so that already the residential portion of the city has been forced to high overlooking hills, and beyond them to other bays and arms of the sea. Here a greater proportion of the buildings is of cement, brick or stone, and some placed, as are the new Houses of Parliament, on really good sites.

Christchurch is the only one of the four cities which is not itself a seaport; Lyttleton, eight miles away, with a tunnelled railway as link, is the port. All four cities have colleges, composing together New Zealand University, but Christchurch gives more than any of the others an impression of an atmosphere of learning. It is, with the winding river Avon in its midst, quite like an English cathedral city, while only about two hundred miles away, Dunedin, its sister city of the South Island, is in name and everything else strongly Scottish. Most of the public buildings, offices, and stores there are of good

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dressed stone, while even the residential districts are largely stone, brick, and cement. Christchurch, except the Cashmir hills, is on level ground, while Dunedin is even more hilly than its prototype in Scotland. It was heart warming to walk along Princes Street, High Street, Moray Place, and other places with familiar names, and to find as suburbs Musselburgh, Portobello, and many places recalling the names on the Firth of Forth. While in 1,100 miles there is room for considerable variety of climate, our experience was that, if rapid changes of weather make the immigrant feel at home, he gets them. Our visit was in what should have been spring and early summer, but these were, as sometimes at home, long delayed and difficult to recognise.

The whole urban population is about one-third of the million, and even of these there is only a small proportion occupied in industry, leaving about 700,000 whose work is on the Island producing food and raw materials. Broadly the South Island raises sheep for their fleeces and mutton, the North Island cattle for dairy produce and for beef, and undoubtedly the war has greatly benefited the whole community.

One of New Zealand's greatest assets is the attractiveness and the variety of her scenery, and her greatest necessity is convenient access for her own and Australian tourists, and the provision of good roads and comfortable hotel accommodation.

There is room for more attention being given to these matters, especially if it is expected to attract old country and American tourists in large numbers.

We began with the so-called Hot Lakes districts, the best-known centre of which is Rotorua, though since the disaster of 1886, the principal interest is farther south at Wairakei. The Government own Rotorua, but a private enterprise has acquired the other more attractive centre.

In these regions the Maori is first met with in any considerable numbers. There are three native settle-

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ments in this neighbourhood, Whakarewarewa, Ohinematu and Tikitere. Men and women are of good physique and intelligent, but the occupation provided of exploiting the tourist is not one calculated to stimulate industry and independence, while the locality, with its constant heat for the growth of a few necessary vegetables and natural cooking facilities in the backyard, makes even domestic labour only nominal. The whole region smells of sulphur, and at Rotorua and elsewhere there are large bathing establishments for the suitable treatment of rheumatism and other ailments.

The most picturesque feature of Rotorua is its five beautiful cold lakes, and such of the thermal features as remain may be visited. These last do not begin to compare in interest with Wairakei, where a large series of hot-water geysers and mud springs perform at definite and named intervals. Here also there is beginning to form a pink terrace, as yet on a smaller scale than that destroyed by the eruption of Tarawera in 1886. The most impressive sight in this neighbourhood, visited at night, was Karapiti blow-hole, where a head of high-pressure steam is, and has been from time immemorial in constant action. This is declared by Sir James Hector, a geological authority, to be the safety valve of New Zealand. On the Waikato River, between Wairakei Valley and Lake Taupo, are the Huka Falls and Aratiatia Rapids, each outstandingly beautiful among much similar scenery in New Zealand. Near Taupo one of the hotels has in its grounds sulphur as well as iron waters, and we found that, even when not physically required, the experience of this treatment is a very pleasant one.

After crossing Lake Taupo, one of the best trout fishing waters in New Zealand, though owing to its being the close season, we did not have any opportunity of testing their quality, we, by a short railway journey, found ourselves at Taumananui, the starting-point for going down the famous Wanganui river.

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This is described as the "Rhine of New Zealand," but the term really has no meaning, as the river and its scenery have not the least resemblance. The down journey occupies the early half of three days, so as to correspond with the up-river service against the current, which can only make half the speed in its three full days' run. The beginning is in open country, with pastoral lands on the banks and low bush on the hills, but soon a continuous series of gorges begins, and these last through the second and beginning of the third day, at noon of which the journey ends in scenery not unlike the Thames about Henley, at a thriving town named from the River Wanganui. Journeying westward and then northward, we passed through the best dairy land in New Zealand, Taranaki, the garden province, where there is a very large production for export of butter and cheese.

The scenic feature here is Mount Egmont, a beautiful snow-capped cone like Fuji Yama, the sacred mountain of Japan, with which it closely compares. The mountain is singular in that it stands up from the great plain and is visible in its entirety from every point in the great surrounding radius. New Plymouth, the chief town of Taranaki, is a fairly old settlement, and was a considerable theatre of the Maori war sixty years ago. Lately its harbour has been improved, and it is hoped that the prosperity of the province may bring an increase of shipping. The situation to the north of Mount Egmont on the sea is a picturesque one, and the public park would do credit to a much larger town. Hawera, and other towns to the south, have grown rapidly in the dairy produce boom, and these are literally "garden" towns, being laid out on ample lines, with generous open spaces.

From Taranaki we made a daylight journey of nearly twelve hours by rail right to the capital, Wellington, on the North Island, at the point nearest to the South Island, Cook's Straits, and across the narrow passage, only slightly longer than that of the English Channel, Dover

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to Calais. We reached Picton on the South Island in pouring rain and a stormy sea, bound for the Westland district, where there is more mining than anywhere else in [New Zealand, but there is also some very fine scenery.

First we had a short railway journey to Blenheim, then a beautiful drive through bush country, partly cleared to Nelson, the principal town of Westland, and the centre of a great fruit district. The apple-blossom was over, but the roadsides were lined by hawthorns twenty feet high, white and occasionally pink, just a mass of blossom. From Nelson we had two days by motor in the Buller gorge, a large river cut deep into rock of two to three thousand feet high, well clad by bush. Later in the year, rata, a scarlet blossom, is in great profusion, but in November, the white clematis was prominent, very lightly screening the foliage. Two nights were spent on the sea coast in mining towns, the main feature of which was the plentiful opportunities for ardent liquid refreshment, but these towns had fallen on evil days, as both coal and metal mining, gold and copper mainly, had passed their zenith. The third day we passed by coach through the Otira gorge, a magnificent drive over the ridges to the eastern side, finishing by a railway journey across the Canterbury Plains, where the finest sheep in the world are reared, to Christchurch.

From there we went to Timaru and Fairlie, from which motors start for the journey to Mount Cook, the dominant height of New Zealand, on which, at an altitude of 4,000 feet, there is a most comfortable Hermitage Hotel. It was too early for mountaineering, but we saw at close quarters the Sefton and Hooker glaciers, and but for bad weather would also have seen the great Tasman glacier. We did have two very beautiful glimpses of the entire great mountain, but most of the four days we spent at its feet the summit was invisible. From there we travelled to Dunedin, and found ourselves very much at home. The Cold Lake district is well towards the south

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end of the South Island, and in early November was still wintry and arrangements incomplete for tourist-traffic, but we managed to visit Wakatipu, the best known of these lakes, spending Armistice Day, 1920, at Queenstown, situated at the angle of the lake, about midway between Kingstown, the railway terminus, and Glenorchy, at the western end. Queenstown is an extremely popular holiday resort, and has a golf course and an exceptionally fine public park, with facilities for the playing of many other games. We visited the west end of the lake, where, about ten miles from Glenorchy, is situated Paradise, one of the gems of New Zealand scenery. The four days spent there roughly epitomised the four seasons, finishing in glorious summer. Situated on Diamond Lake, the hotel was a simple but comfortable extended farm-house, with a good garden, good food, including rainbow trout and the kindly hospitality of a Scottish household originally from Fifeshire. Just under Mount Earnslaw and lesser snow-covered heights, and with pleasant walks in every direction, we spent some very enjoyable and memorable days. The name Paradise proved warranted.

Returning right down the long lake, we travelled by rail to Invercargill, a place which, like some in South America, had been planned with such foresight that the traffic could hardly be seen on the wide streets. From its port, Bluff, at the south-east corner of the South Island, we sailed to Melbourne. Had the season been suitable we should like to have seen Milford Sound and the fjord-like scenery of the south-west corner, but since the withdrawal of steamers by the war that can only be seen by six or seven days' walking, for which dry weather is an absolute necessity. We did not see everything, but claim to have seen the islands more thoroughly than any New Zealander whom we have met, and every hour spent there was enjoyable and interesting.

XIII.

The Commonwealth of Australia.

IT was with great interest that we landed in Britain's great outpost in the Antipodes, a place which has day while we have night, has winter while we have summer, and whose sky at night is ruled by the Southern Cross as ours is by the Plough. Our cousins actually eat a heavy Christmas dinner at 80° to 100° in the shade. There was an added interest in seeing again at their homes the boys who had so magnificently come to take their places alongside the home forces, not only in the Great War, but also in South Africa twenty years ago.

This continent, only a little less in area than the whole of Europe, carries a population much less than that of London. It is not realised that in that population (and New Zealand may be included) we have the most purely British community on the face of the earth. The old country has a much greater percentage of foreign blood. Canada has French, South Africa has Dutch and Huguenots. The United States is an agglomeration of nationalities, while Australasia is ninety-seven per cent. of United Kingdom births or descent.

Until twenty years ago these colonies were independent of each other, and there were many disadvantages, so the Commonwealth was formed, including, with the five states of Australia, Tasmania, and the undeveloped area at the north-west corner of Australia, now called the Northern Territory, as well as a small area at Canberra, to become ultimately the capital, on much the same lines as the United States of America and Washington, D.C.

(a) TASMANIA.

ALTHOUGH practically the smallest unit, it is undoubtedly the most interesting from a tourist's point of view,

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and is described as the "playground of Australia," being only distant a night's journey by steamer from Melbourne to Launceston, which lies about four hours' sail up the River Tamar. About the area of Wales, there is hardly any part of Tasmania which is not beautiful, and the great charm is its infinite variety.

Launceston and its suburbs have about 30,000 inhabitants. It lies in a basin with surrounding hills, and is skirted by the north and south Esk rivers before they unite to form the Tamar. There are good public buildings and many beautiful suburbs. The distinctive feature of its scenery is the Cataract Gorge, by which the South Esk, used for electric power, makes its way through a rocky and picturesque valley laid out as a public park. Northwards there is a beautiful drive to the Mole Creek Caves, which are the usual collection of fantastic forms of stalactite and stalagmites, rather poorly shown. The north-west country to Davenport and Burnie is good agricultural and pastoral land, largely raising potatoes for Australia and also fruit. There is choice of roads and railway for the journey to Hobart, and we decided on four days by motor, via Springfield Sideling, Scottsdale, and St. Helen, spending the first night at Scamander. The most beautiful part of the drive is at Weldborough Pass, one of the finest bits of bush scenery we had seen. Next day by St. Mary's and Swansea to Triabunna, mostly along the sea coast, with a succession of picturesque bays. Here was passed the largest and best-kept orchard we had seen, belonging to preserve makers at Hobart. The next day's run brought us at midday to the most interesting scenic group on the island, Eaglehawk Neck, right on the rocky eastern coast, with a curious basaltic tessellated pavement and several fine breaks in the rocky parapet, named Tasman's Arch, the Devil's Kitchen, and the Blow-Hole. For the night we rested at Port Arthur, treasured as the historic spot of Tasmania, but it commemorates an unfortunate episode

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in her history, when it was used as a convict settlement conducted on anything but humane lines. The drive from Port Arthur retraced part of the previous day's road until near Bellerive, from which a very beautiful view of Hobart is had, and the actual approach to it is by a "punt," the Colonial name for a vehicular ferry landing right in the city. Though the amount of shipping tonnage is comparatively small, the harbour of Hobart compares favourably with many we have seen. There is ample deep water for all the traffic likely to require it for many years to come. The whole situation at the head of what is a long firth of many arms, with bays and beaches of beautiful sand from Point Pillar, fifteen miles up to Hobart, is wonderfully picturesque. Mount Wellington and many other considerable mountains give a background to the scene, and outside of Hobart proper, as well as opposite it, there are many beautiful seaside suburbs. The Huon Valley has the best timber in the island, and in the same neighbourhood there are many valleys cleared for fruit growing, mostly apples. There are also many orchards in the Derwent Valley, and New Norfolk there is famed as the place where Vincent Wallace settled temporarily when he was beginning to write the opera "Maritana." In this valley there are great hop gardens, and the produce is said to compare favourably with the home growth of Kent. In the same direction are the Russell river and a new National Park containing the Russell and Lady Barron Falls, as well as much beautiful bush. Time did not allow us to visit the west side of the island, which is less accessible and has not such good roads, but it is reputed to be fully equal in scenery to the east side, and has the Gordon River, which many consider rivals the Wanganui in New Zealand. It was well possible to understand that the temperate climate of Tasmania must be very acceptable to Australians during their hot and trying months of summer.

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(b) VICTORIA.

OUR approach to Melbourne was by water, and as we entered the Yarra-Yarra river, with a somewhat smoky atmosphere and the waters not so pure as they might be, there was a decidedly home-like feeling, which remained while we were in the city. The whole surroundings strongly recalled the Clyde, and the warm kindly reception by Scots and others deepened the impression. The city has ample, wide streets and handsome buildings well shown.

It was most interesting to see what had been a familiar address for a life time—Flinders Lane—where are grouped all the wholesale dry goods stores, not in the original buildings, but in handsome, many-storied, solidly-built structures. As in all great cities, there is a tendency to hotel and apartment life on the outskirts of the business section, but it is a trifling proportion compared with London and the United States, and there are widely spread-out beautiful suburbs inland as well as by the sea. The larger houses are of brick, concrete or stone, and besides the handsome public gardens and buildings out St. Kilda road and its neighbourhood, there are many beautiful homes with extensive and well-kept grounds. There are efficient railway, electric, and cable cars, as well as steamer services to collect and distribute the residents morning and evening. Flinders Street Station compares with the great depots of the Eastern States of America and with London in the numbers carried and the general handling of the traffic.

Victoria has the smallest area of any of the great States, and has a density of seventeen persons per square mile, whereas Western Australia has only one person to three square miles, and the average of the Commonwealth is under two persons per square mile. Yet there is ample room for good settlers even in Victoria. A few excursions to places distant from fifty to seventy miles

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showed a small proportion of arable land as compared with pastoral, and among the hills much uncleared bush country.

The beauty spots in the Dandenong Mountains are in summer peopled by Melbourne citizens seeking coolness and health. The Blacks spur between Healesville and Maryville is one of the grandest drives we have seen in Australia. It is said there are no song-birds in Australia, but there was interest in seeing the albatross, that model for airmen, as we traversed southern waters. Outside Melbourne we first saw and heard the kookooburra, or laughing jackass, whose cry resounds through the bush. Here also we made our first acquaintance with the kangaroo and the wallaby, graceful though, to our eyes, unusual in their gait. We regretfully ended an all-too-short stay in the most home-like of the Colonies.

(c) NEW SOUTH WALES.

THE mother Colony of the Commonwealth, and that which carries forty per cent. of its population, is usually approached, as we did, by Port Philip Heads. This had peculiar interest for us, as we had already seen the other two harbours usually bracketed with it as the three finest in the world, San Francisco and Rio de Janeiro, and now we were to see the third, and that which belongs to our Empire. As in the case of the three waterfalls referred to in an earlier paper, to compare the three harbours is to compare things which are different in kind. Rio presents a scenic aspect grander and more unusual than either of the other two. Sydney has a wealth of lovely bays and creeks which neither of the other two approaches, while the Golden Gate, the opening to the west, leading to the greatest ocean on earth, has a majesty impossible to the other two. All three cities, originally communities within a weather-protected area of water, have overflowed for residential purposes towards the oceans from which they are refugees.

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From the Heads up to Sydney one sees the great bulk of the city's outspreading, and the approach is very fine, and all of the great harbour is of easy access to the very heart of the city. The streets are somewhat narrow in the older part, but a gradual rebuilding is going on and ampler lines are being followed. As regards open spaces and parks, especially the large-scale national spaces in a state of Nature at Loftus and Kurang-gai, each over 35,000 acres in extent, over 1,000 square miles in all, the provision is not equalled even by the Golden Gate park, though, of course, that is contiguous to San Francisco and serves a different purpose. The grounds of Government House, the Botanic Gardens, the Domain, and Hyde Park are all within five minutes' walk of the business area, while the Centennial Park, Moore Park, and the Common, with stadium, show, and cricket-ground, are only a little farther off. The distinctive feature of Sydney is its innumerable seaside suburbs and surf-bathing beaches. Manly, Bondi, and Cougee are as famous in Australia as Coney Island and Margate in the Northern Hemisphere, and these are only three among many. The endless arms and bays of the Paramatta river and lower waters take more than a day merely to sail round. For yachting these waters run the Firth of Clyde hard. Botany Bay with La Perouse, Sandringham, and Brighton-le-Sands lie beyond Port Jackson, and enter directly from the ocean, but they are easily accessible from Sydney by trolley-car in less than an hour.

Sydney University is like that of Glasgow, a somewhat heterogeneous cluster of buildings, with a nucleus of pure Gothic, set down with great foresight over sixty years ago, when the Colony had only 50,000 inhabitants, but, unlike the condensed home conditions, there is space available, and able minds are now planning a unification and rearrangement to bring cosmos out of chaos. At Clifton Gardens a large new zoological garden is open and being extended. The animals are in as nearly

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natural conditions as is practicable. At two to three hours' distance by rail there is also as holiday ground all the range of the Blue Mountains, and *they are blue*. These are from two to four thousand feet high, undulating land, with deep gorges and innumerable waterfalls, when there is water. The bush is uncleared, and there are numerous villages and towns with cottages, bungalows, boarding-houses and hotels scattered over the forty miles stretch, where Sydney people can spend the hot months of summer.

Accessible to these places, about forty miles farther by road, are the world-famous Jenolan Caves, where Government owns a large hotel, and has also organised a staff for showing and developing the caves as a resort. These are on a large scale, with great variety grouped for convenient access, all laid out with paths, ladders, boats, where necessary, and electric lights suitably placed.

About forty miles north of Sydney is the Hawkesbury River, down which one can go by steamer through some lovely scenery to Newport-on-the-Sea, and return by a series of ocean beaches to the city. A visit to the Bulli Pass, about forty miles to the south of Sydney, along the ocean, on a high terrace through fine bush, with glimpses such as Sublime Point, overlooking the beaches and the sea, is another unique outing, and on the return inland through the National Park by Fresh Water River there is also characteristic scenery.

(d) QUEENSLAND AND THE OTHER STATES AND TERRITORIES.

QUEENSLAND is only second in area to Western Australia, and has 670,500 square miles, just a trifle less than her population, so she has roughly one person to the square mile. The variety of climate is greater than in any of the other States, about half being within the

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temperate and half within the tropical zone. The Darling Downs, south of Brisbane, have great stock-carrying farms, while about Cairns there is sugar produced for this and all the other States of the Commonwealth.

Brisbane, the capital, situated on the Brisbane River, about twenty-five miles from the sea, has a population of over 150,000. The situation is a very fine one, and there are many handsome public buildings, substantially built of stone and concrete. The residential part has good sites, as the surrounding country is undulating, but as yet the buildings themselves are mostly timber. Some pleasant suburbs extend along the river bank, and towards the sea there are attractive watering-places.

There is a large growth of sugar in the tropical part of the State, as well as tropical fruits, which are exported to the other States. The forests of Queensland yield many beautiful hard woods, which are used for furniture and for the finer work of wainscoting and fitments in dwelling-houses. These are in demand, not only within the State, but are exported to the south. The sail along this coast, within the Great Barrier Reef, is very picturesque. In succession, the Whitsunday Passage and Hinchinbrook Channel are passed on the way to Cairns. Inland from here is the finest waterfall in Australia, the Barron Falls, and further inland the Bellenden Ker Mountains which, while we were in Australia, the retiring Governor-General referred to by saying that were it only opened up by suitable labour it would be found the most prolific area in Australia. Farther north, shortly before reaching Thursday Island, the steamer threads another most beautiful channel, the Albany Passage.

Port Darwin, at the north-west corner of Australia, the capital of the northern territory, is the last port of call *en route* to the real Orient. If, as is expected, this territory, at present administered directly by the Commonwealth, develops into a great mining State,

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then the access to it is already arranged, as the natural harbour is one of the most perfect in the world.

We regretted not being able to see South Australia and its beautiful capital, Adelaide, as well as Western Australia, with its so recent history of gold rushes at Coolgardie and Kalgoorlie, but we had seen the best-known States and cities of the Commonwealth, and with that had to be content.



XIV.

Australasia.

ITS SOCIAL AND INDUSTRIAL CONDITIONS, RESOURCES, AND NEEDS.

WHEREIN do the lives of our cousins in the Antipodes differ from ours who have stayed at home? Two-thirds at least are occupied on the land, and the climate also encourages it, so their lives are much more spent in the open air than ours. Every little community has its racecourse, and both men's and women's interest in sport is not confined to looking on. All suitable games are well and keenly played, and the players excel. Women have their hands full, and the want of domestic help hits them hard—however, they do not grouse, but just adapt themselves to it, and they manage to have a pretty good time. Where we visited the food was almost always prepared by the hostess herself beforehand, and so arranged as to dispense with table-waiting. The health record of cities, as well as country places, is a very satisfactory one. Education, especially in New Zealand, is well attended to, and the higher schools and universities are open free of cost to all. As everywhere else since the war, the cost of living is constantly rising, and greater income only causes greater expenditure. The strike habit is difficult to overcome. Alien agitators have a harmful grip on labour organisations. Many public services are under the State and Federal Governments, and these are more liable to have strikes than private enterprises. The railways are

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a case in point. They are mostly Government-owned and operated. There are more miles per head of population than in any other country, but it can hardly be said that an efficient service is given. The trains are slow. There is a confusion of gauges in Australia ; but even in New Zealand, where there is very nearly uniformity, they are far behind Canada, the Cape, or the home railways, and do not progress.

What of the drink question ? There is no serious consideration of restriction, let alone abolition. The bar is everywhere, and "shouting" prevalent. Have the churches and other religious organisations any strong influence ? It was not evident, and Sunday seemed to be for the great bulk of the people only a day for amusement. It was disappointing to find that the Roman Catholic Church here, as in Ireland, exercises a strong political power, which is not favourable to the community as a whole. What of Government and politics ? They are the occupation and means of livelihood for a large class, but there are few statesmen among them, and many whose sole motive is to serve their own ends and increase their power to do so.

A favourite slogan is, "Australia for the Australians" and "A White Australia," yet we found such an anomaly as a community we saw in the northern territory at Port Darwin within the tropics, where the trade is all in Chinamen's hands, and the white men do the lumpers' work at the wharf, and do it badly. However, these are only indications ; such conditions are exceptional, and affect but a small percentage of the population, the great bulk of which is on the land.

Home folks do not realise the time it takes to clear land. We saw farms which the present holders had taken up thirty or forty years back. Field after field had been cleared of bush, all suitable timber had been cut and marketed, pasturage and cultivated land brought into bearing, and the gain to the farmers had not been

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material. Hard work and a healthy life, the rearing of a vigorous family to carry on, were about all there was to the credit of the balance-sheet. There are land agents out of all proportion to the needs, and undoubtedly speculators have made more money off the land than have farmers. Their influence is to inflate values, and that does not benefit the real workers on the land. There has been much using up of timber as well in New Zealand as in Australia, and we heard little of it being replaced for the generations to come by deliberate replanting. A serious effort is being made by irrigation to overcome the droughts which have been such a serious calamity in some districts of Australia. A great scheme is in course of being carried out in the south of New South Wales at Murrumbidgee, where an expenditure of three millions sterling is intended.

On suitable lands, both in the temperate and tropical parts, fruit is being profitably grown, and it is hoped to develop an export trade to the home markets as well as to Northern Hemisphere lands, where a fruit supply during their winter is acceptable. There is talk of producing woollen manufactures for export, but a much more likely field for Australasian export is produce of all kinds, including beef, mutton, butter, and condensed milk, all of which might find ready markets among the great population of our own and other communities in Asia. Especially in New Zealand, we heard much of very high prices being given for land based on what may be called the "butter boom." While we were there the Government agreed to give a bounty of £600,000 (about 6d. per lb.) to maintain the price of 2s. 9d. per lb. Such foolish class legislation can only lead to disaster, and it is to be hoped that in 1921 the price will be left subject only to the ordinary action of supply and demand. We heard of fourth and later mortgages being granted on land sold at very inflated prices, a course which can only have one ending.

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All over the States there are large mining enterprises well known at home, such as Broken Hill in New South Wales, Mount Morgan in Queensland, and Mount Lyell in Tasmania ; but they are only a few of the sources of Australasian mineral wealth.

In New South Wales there is practically unlimited coal and ironstone, consequently there has risen at Newcastle, in addition to the mining, quite a large manufacturing industry. Steel is produced on the most up-to-date lines. During the war, Sydney was able to turn out large steamers entirely from New South Wales materials.

Even the older States have not been fully surveyed, but the possibilities of Western Australia are very great, as all the indications are that gold, silver, copper, zinc, tin, and lead are there in quantity for the working.

The use of water-power is subject, of course, to an all-the-year-round supply of water. This is receiving consideration by the States as well as the Federal Government, but already Tasmania is beyond the experimental stage. The hydro-electric department is generating power on a large scale from the outflow of the Great Lake situated nearly in the centre of the island, and available practically at any point desired. Two large enterprises are now in operation. At Risdon, near Hobart, the Electrolytic Zinc Company of Australia is, from zinc ore, extracting by sulphuric acid and electrically-charged lead plates, the pure zinc, and preparing it for industry in ingots and plates. This is the only plant of the kind in the British Empire, the competitors being the United States and Germany. At Electrona, on South-West Bay, seventeen miles south of Hobart, there is a calcium-carbide industry. Very pure limestone is found about twenty miles farther south, and this is conveyed by water to Electrona, where, at extraordinary heat, 6,000° Fahrenheit, which could only be produced by electricity, it is converted into the raw material for acetylene gas.

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The manufacture of electrodes for export is also carried on here. A large preserve industry at Hobart also uses largely the hydro-electric department's supply of electricity, and is in course of rearranging the factory to increase its use. Ground has been secured near Hobart for a large cocoa and chocolate factory, to be run by three old-country firms in co-operation. The possibilities of electric-power for industries in Tasmania are really unlimited, as is the supply of water-power to generate it.

Naturally, home people will ask, What about these labour troubles? Will they not wreck the industries of the Colonies, as it is feared similar action will do the home industries?

Strikes are undesirable. They do no good to either workers or employers, but what has been made evident during the few months' visit here is that, as at home, there is an over-mastering proportion of sound common sense working-men who may need to be roused to make their wills prevail, but they certainly will in the long run make their influence felt.

But the greatest need of Australasia has not been mentioned, and it strikes one hard all the time in every State.

This land could carry in comfort ten times as many people as are there now, and the need is population—population—population.



XV.

Japan.

THERE is an extraordinary interest in considering the Japanese as having, until about fifty years ago, a history of many centuries of self-containedness, not an unprogressive people, but ambitious rather to excel in arts and sciences than to accumulate money. A change came, the land was thrown wide to foreign influence, the people were naturally responsive and susceptible, and to-day we have a country well advanced in the transition stage of assimilating western civilisation, with all its handicaps. The constitution of the country has not changed—Japan remains practically an absolute monarchy, with strong military predominancy. Her policy compares more nearly with Germany before the Great War than with that of any other European State, yet the Japanese are undoubtedly a loyal, united, and patriotic race. Generally it may be taken that State and people are no more popular with their neighbours in Asia and with the people and States of other countries than were the Germans in 1914.

We landed at Kobe and saw there modern commerce jostling old Japan in its main, busy street, Moto-machi ; passed on to Osaka, with a few remnants of the old, but mainly a very busy up-to-date textile and machinery manufacturing city of greater population than Manchester ; to Yokohama, the greatest port, with little of the old about it ; and we landed in the capital, Tokio, for the first real meeting with Japan of the present day. We arrived there just as the much-heard-of cherry-blossom was in perfection. The large public park of Tokio, where

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such buildings as the imperial museum and public library are placed, Ueno Park, was for acres covered by cherry trees in full blossom of just the faintest tinge of pink. There were other parts of the city in which the blossom was quite as fine, but no area so large. A few days' rain in the ensuing week completely spoiled the show, but we were fortunate in overtaking the display at Nikko, further north, and again above Myanoshita, where the altitude made the flowering two weeks later. Undoubtedly the claims of Japan for the uniqueness of the display are well founded. Children and grown-ups unite in celebrating the occasion of the spring. In Hibiya Park, the day we arrived in Tokio, 30,000 Buddhist children celebrated the flower festival by singing the "Kimigayo," a Japanese national hymn, and made offerings of flowers at a shrine symbolising the garden of Lumbini, where Buddha was born. We saw many such gatherings, which strike the western mind as slow and meaningless, but they are typically Japanese. The curious regard there is for the greater minds and stronger wills of bygone days, takes concrete shape in processions and pilgrimages to ancestral shrines at the cherry-blossom time.

Tokio, a rapidly-growing city, with even now about two million people, is curiously struggling with the traditional isolation and exclusiveness of the royal family and the need for great high buildings in which to conduct the vast commerce of the developing nation. A modern railway station on ample lines, and with large free space, has been provided, and now an extensive estate is being covered with new bank and insurance company premises, hotels and general office blocks, intersected by wide avenues. Some of the high structures may overlook the palace, but tradition will go before modern needs. The Ginza, or great shopping street, is rapidly being modernised, and there are in that quarter two department stores quite comparable with those of London or Chicago. Street traffic had such contrasts as

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the Rolls-Royce car and a palanquin or Sedan chair carried by four men. The Government owns and runs all the railways and also auxiliary steamer services. Officials are as numerous and as impressively uniformed as in Germany. In many respects the service could be improved, and no doubt will be. Two points impressed the Westerns. The names of railway stations are displayed prominently on elevated boards, angled to be visible to passengers in the trains; extensive washing-places, with many basins, are open on the platforms, and are used by the passengers to refresh themselves on a dusty journey. Such provision was temporarily made for troops at home during the war.

The western influence has not touched the dress of children. They wear gay colours; babies move about in kimonos of brilliant cardinal hues; as they get older the tints are more subdued; footwear is untouched until one comes among business men, when western shoes and spring-side boots are fairly general. Students all wear the wooden sole, with two props across, said to be an absolute necessity for the muddy roads of Tokio. The schools generally are well-equipped modern buildings. It impressed us that much of the education of young Japan was out of school; large parties, under masters and mistresses, were constantly met with by road or rail going for object-lessons to factories, museums, historical places, and public buildings, even hotels. We saw the children of a school being shown all over the largest hotel in Tokio. Women's dress is as yet little influenced by the western contact, but many men are to be seen dressed entirely in European clothes. In the large hotels and railway dining-cars European meals are served, and it was obvious that a large proportion of Japanese travellers, men and women, took readily to such fare. In a large Japanese steamer by which we travelled from South America to Honolulu the captain and officers, with the exception of two evenings per week,

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when they had a purely Japanese dinner, partook of the European meals. The Japanese use much less meat than we do ; rice and fresh vegetables form the principal part of their food ; among the latter, egg plant and bamboo shoots were new to us. We found that a very prevalent dress for men in broken weather was a Highland cloak form of thin waterproof fabric, and this was a habit of quite respectable antiquity, not of western origin.

The imperial museum as well as the fine Ugura private collection, brought vividly home to us how much of Japanese art was of Chinese and Korean origin. We found evidence there that football was played in China a thousand years ago, and that almost identical playing-cards to those we use were common in China seven hundred years ago. Later, in Peking, we saw drawings said to be eight hundred years old, representing polo, something very like racquets, and a lawn game with ball and holes, the player carrying an old-fashioned spoon driver and a club like an old form of lady's cue for billiards or bagatelle. A peculiarly interesting article was a Chinese bronze bell, three thousand years old, studded by bosses, which, when struck by hammer, produced notes varying in pitch by the location of the boss. This ancient civilisation showed that while our ancestresses wore dyes and skins about a thousand years ago the Chinese and Japanese ladies used vanity-boxes, with powder, perfumes, and appliances supposed to beautify the countenance. The collections of old costumes showed that men as well as women wore highly-coloured garments, and that even the warriors added to their armour brilliantly coloured outer garments.

There were elaborate stringed musical instruments, which must have been able to produce more attractive combinations of sound than the monotonous drum and tinkly sounds which now do duty for such a performance as the cherry-blossom dances. The main impression of their arts—painting, sculpture, ceramic, and metal work

—is the elaboration and slow production, the extreme of which is shown by the saying that it was not uncommon for the grandfather to conceive and begin the work, hand it on to his son, who in turn passed it for completion to the grandson of its originator.

From Tokio we passed to Nikko, a small town devoted to the culture of the memory of the great ones of the nation. In a situation of much natural picturesqueness, the approach to which in pre-railway times was an avenue of cryptomerias over twenty miles long, are placed a group of shrines, on which has been lavished the most incredible amount of patient work. For over a thousand years Nikko has been the mausoleum of shoguns, but Ieyasu, the first shogun of the Tokugawa dynasty, was buried there early in the seventeenth century, and his son erected a shrine which to this day is a wonder to the Japanese and Occidentals. The centre piece is the Yomei-Men, called by the Japanese the "Sunrise till dark gate," because an entire day is needed to even look at its wonderful details. From here Chusenji Lake and the Kegon Waterfall are reached, both characteristic bits of Japanese scenery.

Our next visit was to Myanoshita, a beauty spot, where the main natural features are Japan's sacred mountain Fuji Yama, and Lake Hakone (*see 23, facing p. 129*), and also a delightful place for a quiet rest from sight-seeing.

We had yet to visit Kyoto, the real old city of Japan, where there is less of the western influence, and yet the place is a busy hive of industry. Here the finest of fabrics are woven and the most beautiful embroideries produced. The best work of old days in Satsuma and cloisonné is excelled, and a beautiful form of wholly metal work, damascene, has been raised to a high degree of perfection. The city of about 500,000 people is well laid out on rectangular lines, and with wide avenues occurring at given intervals among the narrower streets, and these were so planned about 1,100 years ago by

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Emperor Kwammu, who then moved his capital from Nara to Kyoto. Certain districts are devoted to particular industries, and broadly the man's workshop is attached to his home very much like the weaver's loom-shop in Scottish lowland villages fifty years ago. Right in the centre are the palaces of the Mikado, one of which is of extreme simplicity, and the other, the Nijo Palace, a smaller but highly decorated residence. There are also in this neighbourhood two simple summer lodges, Shugaku-in and Katsura, of which the main feature is the beautiful grounds.

Kyoto is also a place of many beautiful temples or shrines, mostly with very fine situations, as they are placed on elevated wooded ground. The Awata Palace is one of these, while the Chion-in is the principal Buddhist temple in Kyoto.

We found the actual getting beside the workman fashioning the clay, and patiently applying his laborious decoration, involving numberless firings, the repeated processes which cloisonné work involves, likewise the building up and then carving lacquer work, which sometimes takes years to complete, most fascinating, and we felt great respect for the markedly artistic qualities of the craftsman.

From Kyoto we visited Nara, an old capital, of which the main feature is the extensive park with hundreds of tame deer, in none the better condition because they live on food got from visitors. Here there are several shrines much visited by the Japanese.

There are what are described as the scenic trio of Japan: Matsushima, away north of Nikko; Amnohashidate, on the Sea of Japan, north from Kyoto; and Miyajima, on the inland sea. We could not manage the other two, but resolved to see the last-named and to spend our last day in Japan seeing the famous Arch or Torii and its shrine, with lovely wooded surroundings; and our last impression is of a perfectly beautiful

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afternoon and evening running along the lochs and bays of the inland sea to Shimonoseki, where we arrived after dusk, and boarded a steamer, which next morning landed us in Korea. So ended a long-looked-forward-to journey, which left pleasant impressions of this highly interesting people and their fascinatingly beautiful land, especially their rapid changes to western ways, giving them the name of being the hustlers of the Orient.

XVI.

Through Korea and Manchuria to China.

WE entered the land of mystery and seclusion by the north, through two countries which have long exercised an important influence on the Far East—the one Korea, backward and conservative, and now bearing very restively the dominance of their new rulers, whom we heard over there described as the Huns of Asia ; and the other, Manchuria, now part of China.

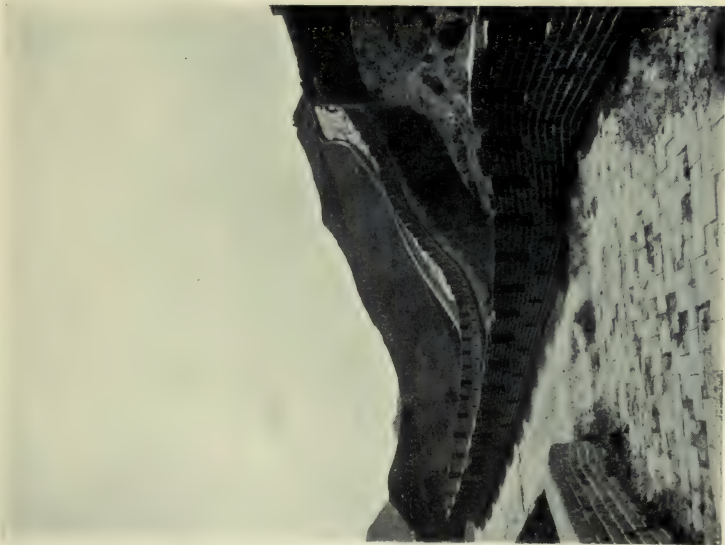
We landed at Fusan from Japan, and were agreeably surprised to find, not, as described in a rather unreliable guide-book, a land of brown earth and poor agriculture, but of pleasing landscape, green and cultivated, primitively, it is true, but giving every indication that there would be ample return on the use of modern implements and manures. The Korean in the fields wears a long, loose white garment, and his head-gear is a conical hat, with a wire fly-catcher on the top. We spent two nights in great comfort at Seoul, beginning to be modernised, the South Manchurian Railway being obviously the main influence. The walls and gates were almost intact and extremely picturesque. Unfortunately for our getting about, there was a whole day of much-needed rain. We saw the "Shotoku-Kyu," or Eastern Palace, the most interesting relic of royalist times, and now inhabited by Prince Li, son of the late king. The abandoned palaces of Seoul and Peking are each the refuge of nominally voluntarily disinherited princes, maintained by the people over whom the respective imperial

Zig-Zagging Round the World

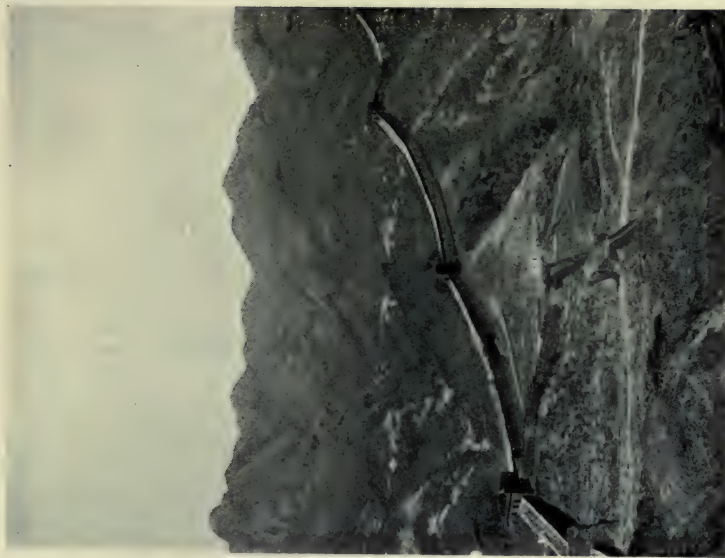
fathers had ruled, while that of the third Far-East Power, Japan, was still occupied by the ruler. Prince Li has just married a Japanese princess. This unchanging land has greatly falsified its reputation in the last twenty years. It may be that the young couple occupying the palace will see yet further changes. The throne-room and reception-rooms were rather gaudily furnished with modern wood-work and upholstery. A large garden-space which these buildings surrounded was of more interest to us than the interiors, as it was covered by magnificent peonies of all colours and in perfect bloom. The public museum, in grounds adjoining, contained many Buddhas and collections of ancient writings, and of peculiarly Korean products, especially ceramic ware. In Japan we had seen a markedly Korean influence at work in earlier days, and certainly there was here much original and distinctive work.

Next morning we stopped for some hours at Mukden, double-walled, but now with many gaps, the capital of Manchuria, and were able to see round a most interesting city. Again, the railway is the westernising power, but in this case it was set down entirely on fresh ground beyond the walls, while the old Manchuria lay within. Here is the birthplace of the dynasty which ended with the beginning of the Republic. The principal building of interest is the old palace of the Manchu emperors. The walls are at many places broken down and the gates disused and ruinous. The largest product of the country is coal, largely used by the railway, but now beginning to be exported.

At dusk of the first day on the journey from Mukden to Peking, we passed Shan-hai-kwan, where the great wall ends at the sea. This wonder of the world was erected 200 B.C. by Emperor Shih-Huang of the Chin dynasty, for the defence of his country against Mongolians and Manchurians, 1,400 miles long, much of it of stone and bricks, but largely of hardened earth.



21—ROADWAY ON THE GREAT WALL OF CHINA.



22—GREAT WALL OF CHINA, CHINGLUNGCHIAO.



23—TORII AT HAKONE, JAPAN.



24—TJIPANNAS, GAROET, JAVA.

Through Korea and Manchuria to China

We saw it in detail about thirty-five miles from Peking, at Chinglungchiao, possibly the most interesting spot within reach, as there it climbs hills and dips into the valleys in such extraordinary fashion that it appears to crawl all over the place. This emperor must have been a giant in ideas as well as in their execution, as another of his conceptions was to suppress and destroy all earlier records so that history might begin with his achievements. Before reaching Peking we passed Tien-tsin, one of the great business centres of China, coming next in importance to Shanghai and Hankow. It has a European interest, because here were gathered, during the Boxer trouble, the international troops, which later relieved the legations at Peking. Li Hung-Chang, China's grand old man, lived and ruled here, and his memory is green as is that of Chinese Gordon, who after the Tai-ping rebellion drew plans for the original British Settlement at Tien-tsin. We soon arrived at Peking, only eighty-seven miles farther on, and were thus landed right in the outstanding interest of China, its wonderful capital—far surpassing in importance any other place in the world it had been our privilege to visit. This unique city of the Far East has been made the subject of a separate chapter.

While in Japan we had been advised not to go by railway to Hankow as the line was disorganised, but we made the journey in thirty-six hours, two nights and one day in the train, more comfortably than on any railway since leaving home. The organisation of this line is French—locomotives, coaches, and personnel—and the cleanliness and good food were quite unusual. Hankow is the big river port of the Yangtze, and is much westernised. It is often referred to as "The Triple Cities," Hanyang and Wu-chang, the one on the right bank of the Han-Shui River facing Hankow and the other on the opposite bank of the Yangtze. The triple cities are great depots for gathering and exporting the produce of the interior and importing in exchange the productions of foreign

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countries. The situation of Hankow makes it hardly a prophecy to say that the future holds for it a rapidly increasing prosperity.

For the three-day passage to Shanghai the steamer accommodation and chow (as the food is called) were excellent. We landed at Kiu-kiang and Nankin *en route*, the one a large tea port and the other a real Chinese-walled city, little influenced by the west. In this neighbourhood there is a large production of fine porcelain, also of rich damask silk. Shanghai is, of course, the port of China, so far preponderating over any other that her position is unassailable. Here is a population of one and a half millions, with every modern public service, a street-car system up-to-date, even to railless extensions, under the capable guidance of a Scottish born, educated, and trained man. What impressed us most was that the Bund, or river frontage, is practically being rebuilt on handsome lines, and that in every direction extraordinary prosperity is indicated. Shanghai, being a treaty port, and its foreign settlements under a local self-government of land-renters about two-thirds British, with moderate taxation, has attracted a large native population, who are mostly hasting to be rich, and many have no further need to do that. Luxurious motor cars not by any means solely owned by foreigners, throng the streets. The Nanking Road has huge stores, loaded with the richest materials. Jewellers and silversmiths rival those of the Palais Royal, and there is a scale of living which even Havana and Buenos Ayres did not reach in the war-boom years. The uncertainty and apprehension of the earlier years of the Chinese Republic have been a large factor in the abnormal prosperity of Shanghai and Hong-Kong. While we were there, Olympic games were going on, in which China, Japan, and the Philippines met British and U.S. Americans, of whom there are many in Shanghai. It was a revelation to see how keen and excited the passive

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Oriental could become, and how well he could acquit himself in really western games.

We made a five hours' journey to Hangchow, a minor port, which is almost in its primitive state, and found its streets, as well as its suburbs on the West Lake, of fascinating interest. There were many picturesque spots on the banks of the West Lake, where we lived in a comfortable modern hotel. We visited many dainty tea-rooms, where there was no tariff, but visitors were expected to recognise in their gift at parting the value of the entertainment received. This is rapidly becoming a health resort for Shanghai people, and its surroundings are picturesque and mountainous, with a delightful atmosphere.

Hong-Kong is easily the most attractive residential place of China, and, of course, though the residents are largely Chinese, the island, as well as a large area on the mainland opposite, are British possessions. It is a free port, and the Charing Cross of the Far East, as well for freight as for passengers. Here we first met the Oriental form of universal store. These places each bear a well-chosen title, which must in no way reveal the identity of the owner for fear of evil spirits assailing him. The largest of these was "Sincere," a vast place, splendidly managed, with a perfect army of attendants. Many of these places in the east were equipped with cash-registers, so that the purchaser did not have the irritating delay of waiting for change. The Peak as a place of residence is world-famed, but there are innumerable bays and arms on the island and mainland, and the tendency is to spread out by the sea. From here we visited Canton, where real Chinese life is to be seen first on the river, which is reputed to have a population of 150,000, who are born and die on boats and hardly ever find their way ashore. The remainder live and work in the densest congestion. We were carried miles in Sedan chairs through passages where there was barely room to

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pass. It is a place of many industries, and the work shops are, as in Peking, at the worker's home. Weaving of silks and embroideries, as well as many artistic crafts, such as ivory carving and lacquer work, are extensively carried on. The main pursuit of the district is, however, agriculture, and the journey by water back to Hong-Kong gave an opportunity of seeing what a fertile and scenically attractive country it is. The drive round Hong-Kong Island as well as that by Castle Peak from Kowloon, each on most admirable roads, showed a well-cultivated and fertile as well as a picturesque country. There is an extensive building and repairing shipyard at Taikoo, and in the other direction a model dairy, with well-bred stock and the last word in appliances.

The Republic of China, as a political institution, is an anomaly and a puzzle. It can only be hoped that the present is a transition stage, and that strong, honest men will yet come to the front and guide their fine country and fine people to freedom and prosperity.



25—STREET CORNER IN PEKIN.
Copyright by D. MENNIE, 1920.



26—P'AILOU OF CONFUCIUS TEMPLE, PEKIN.



27—THE FORBIDDEN CITY, PEKIN.



28—MARBLE BRIDGE, WINTER PALACE, PEKIN.



29—GENERAL VIEW OF THE SUMMER PALACE, PEKIN.



30—P'AILOU IN A PEKIN STREET.

Copyright by D. MENNIE, 1920.



31—THE LONG GALLERY, SUMMER PALACE, PEKIN.
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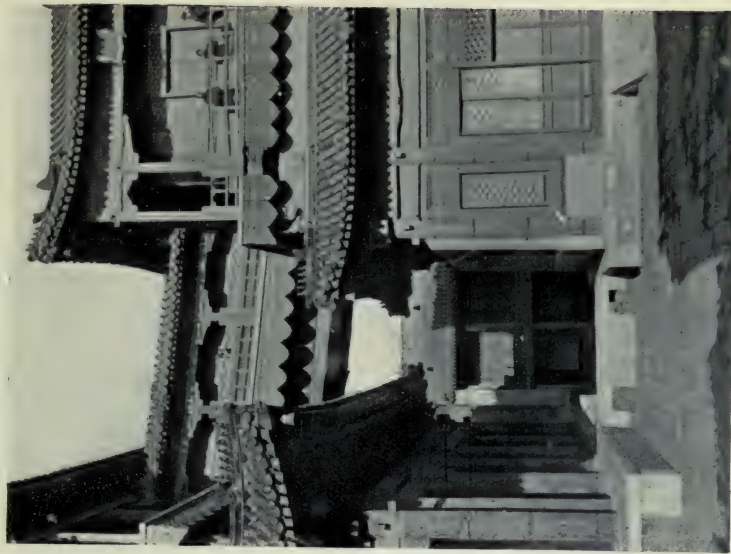


32—BASE OF STUPA, YELLOW TEMPLE, PEKIN.



33—UTENSIL SHOP IN PEKIN.

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34—PART OF GREAT LLAMA TEMPLE, PEKIN.



35—GRAND P'AILOU, MING TOMBS, PEKIN.



36—MARBLE BRIDGE, FORBIDDEN CITY, PEKIN.



37—TEMPLE OF HEAVEN, PEKIN.



38—ALTAR OF HEAVEN, PEKIN.



39—HA-TA-MEN GATE, PEKIN.



40—THE YELLOW TEMPLE, PEKIN.

XVII.

Pekin.

THE WONDER CITY OF THE FAR EAST.

ASIA is a continent of anomalies. From Japan, a more absolute monarchy than any in Europe, we had come to the Republic of China, where, as yet, the people have little voice in its affairs, the Government being in the hands of several self-elected despots, each with his band of soldiery to enforce his decrees. Strangely, the mass of the people goes on its way heedless of these adventurers. We were now within the metropolis of a people 400,000,000 in number, with a history of 4,000 years, and here were concentrated works of man conceived with an originality and boldness, and executed with a determination and thoroughness never yet attained by any other race of men.

Quite apart from the Great Wall of China, of which the nearest part to Peking is twenty-five miles away at Nankow, the walls of Peking are a stupendous piece of construction. The Tartar wall alone is nearly square, and about thirteen miles long, forty feet high, and sixty-two feet wide at its base, and has within it the wall of the Imperial City, twenty feet high, enclosing about two square miles, while yet again within that there is the Purple Forbidden City of half a square mile, enclosed by a formidable structure thirty feet thick at its base, with a surrounding moat one hundred and twenty feet wide. In addition there is tacked on to the Tartar wall, at its southern base, a Chinese wall enclosing a space wider

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by two-thirds of a mile, and extending two and a half miles farther south. Roughly, this wall is three miles long on its eastern and western side and six miles on its southern side, while the north side is filled by the southern Tartar wall. There are thus over thirty miles of walls in the Imperial City, all of great massiveness, but completely overshadowed by the sixteen enormous structures used as gates in the outer wall. Even the earliest works in China are placed precisely accurately to the cardinal points and to each other, and many of these demonstrate how thorough was their knowledge of mathematics in days much earlier than any western records.

Within the Tartar walls, but outside the Imperial City, at its south-east corner, there is a small but to aliens in China an important area, known as the Legation quarter, which since the Boxer rising of 1900 has become historic. The term Boxer is a free translation into English of the first name by which the members of this secret society were known, which is literally "harmonious fists." They sought to overturn the Manchu dynasty, and the movement was by that power ingeniously diverted into a crusade against all foreigners, and was finally suppressed with heavy penalties and an indemnity, which the Chinese are still paying. One corner of the British Legation has been left with the impact of the Boxer missiles visible and with the carved inscription, "Lest we forget." This Legation Quarter is a tiny area and contains trifling numbers, and the millions of China go their own ways unheeding the "foreign devils." There must have been pretty general looting during the rising, as we saw in Japan an important private collection, the best part of which had come at that time from the palaces in Peking, no doubt by purchase.

Our time had to be carefully allotted to see the city in eight days. In a large park directly south by the Chien Men Road, to the right, is the Altar of Agriculture, and to the left the Altar and Temple of Heaven, the last

two easily the most impressive group of buildings in Peking. They are enclosed by walls three and a half miles long, and are of remarkably durable construction. The Altar of Heaven is the more impressive, being entirely of marble, which, although the earliest part is five hundred years old, looks as if newly built. The central altar is approached by three tiers of balustrades, and throughout the numeral nine and its multiples are employed. There are in all three hundred and sixty balustrades, that being the number of days in the Chinese lunar year and the number of degrees in the Celestial Circle. The Temple of Heaven has a similar but less imposing substructure of marble balustrades, with a great three-tiers building visible all over Peking, rising from its midst. This temple was used by the ruling emperor for sacrifices and prayers in the first moon of the year, interceding for a happy and prosperous year, while the Altar of Heaven, at the winter solstice, was used for prayers and sacrifices by the emperor representing his people, imploring heaven's forgiveness for the misdeeds of the past year, followed by a communion service of a kind, implying heaven's acceptance of the sacrifices and granting of blessings for the future. The altar represented the dome of heaven, where the supreme deity, called by the Chinese "Old Grandfather Heaven," was approached. While officiating there all things earthly were out of sight. This ceremony was in the present century first conducted by the then President of the Republic of China in the fifth year of his presidency.

The Purple Forbidden City contains the imperial palaces, parts of which are used for the Imperial Museum, the residence of the young emperor and his family, and for administrative and ceremonial purposes of the Government. The Museum contains a unique collection of artistic works of all ages and dynasties—pictures, ceramics, cloisonné, lacquer, ivory and wood-carvings, metal work and jewellery, clothing and armour.

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The value of these contents is estimated at seven millions sterling.

The Summer Palace lies outside by the Hai Cheh Men Gate, about seven miles from the city, and consists of a group of palaces. Seen in detail, though there is some beautiful marble work, they seem to be rather dilapidated, but the general view from the K'un Ming Lake is very effective. There is much bright-coloured decoration, which distance subdues advantageously.

The Winter Palace lies around the North Lake to the north-west of the Forbidden City, and the situation rather than the buildings is attractive. In this group is the temple Lui Tsu, dedicated to the Empress Hsi Ling Shih, who lived 4,500 years ago, and introduced the silk industry to China. As it was the emperor's duty to lead his subjects in agriculture, so it was the duty of the empress to set an example to the women of the nation in the cultivation and manufacture of silk.

The Coal or Prospect Hill near here overlooks the entire city, but the formalities necessary could not be gone through in time for us to secure the permission required. The Lama Temple is interesting as the headquarters of the Tibetan Buddhist Hierarchy. The buildings originally formed the palace of the heir-apparent to the throne, but about two hundred years ago were presented to the Lamas by Emperor Ch'ien Lung. Since then the temple has virtually been an embassy for Tibet, the influence of which has been looked upon by the Manchu dynasty as being of great value in Chinese dealings with Mangolia and Tibet.

In close proximity are the Confucius buildings, entered by an elaborate memorial archway, or p'ailou, one of the handsomest in Peking. The temple is dedicated to the memory of K'ung Fa Tsu, a Chinese philosopher and teacher of two thousand years ago, whose name is westernised to Confucius. There are tablets epitomising the essential precepts of the teacher, and these express

an ideal which is equally applicable to eastern and western life.

The Drum Tower is really a watch-tower from which the hours were at one time announced, while the Chung Lou or Bell Tower served the same purpose by a bell.

Pekin has possessed an observatory for at least six hundred years, and undoubtedly from very early times the Chinese have had a wonderful knowledge of the heavens. Some of their old bronze instruments were carried to Potsdam after the Boxer rising, but these have, since the European war, been restored to Peking.

There is a five-storied pagoda about a mile north-west of Hsi Chih Men with a rather interesting history. It was designed in the style of Indian architecture and erected by the Chinese over five hundred years ago, to house five gilded images of Buddha brought from Bengal by a wealthy and pious Indian who lived in Peking.

Such is hardly more than a catalogue of what we were able to see in Peking, but there are many other sights and much on which more time could advantageously be spent. There are innumerable temples and pagodas, many well worth an examination. The p'ailous, or archways, on the streets are frequent and no two alike. The very traffic is so different from any other city that one can easily absorb hours watching the pageant. Dusty, scornful camels, vicious-looking mules, and scrubby-looking horses wander alongside of Fords and Packhards. The real living interest to westerners is Peking itself and its people. From end to end it is a series of busy workshops, and the workmen to a great extent live there. Factories in Peking are as yet only a name. The occupations are roughly located, the more skilled within the Imperial City and the less skilled in the Chinese City. Generally each class is grouped together, and it is well possible to see the craftsmen at work on such work as cloisonné, red carved lacquer, porcelain, metal work, and carpets. Even such work as kingfisher feather jewellery, lanterns,

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fans, and artificial flowers have streets where the workshops are open to the public. Embroideries on mandarin coats are all supposed to date back to empire days. The merchants are practically all in one street, with queer back passages leading to more and more living-places and shops combined. The whole place has a growing fascination and the people are likeable and interesting. We could easily have spent as long again, and went on our way hoping to return some day, but hardly confident that the place will be the same.

XVIII.

Manila and Java.

FROM Shanghai we crossed to the Philippines by a Japanese steamer, the *Tenyo Maru*. Most of the third day out we sailed along the coast of Luzon, with bold volcanic mountains and tropical vegetation visible, and early the following morning we entered the beautiful and well-sheltered Manila Bay and landed in the modern city, with its open spaces and handsome buildings. A very limited area is within what remains of the old walls, but these are rapidly disappearing. The names of streets, of course, are all Spanish and the Roman Catholic religion remains. An occupation of nearly four hundred years leaves its impress, although the United States have, since 1898, done much for the development of the islands, specially the education of the children and the improvement of communication within and between the islands. The population is largely Filipinos, a much mixed race, Malay and Mongolian prevailing, but European is there also. Their main occupation is agriculture, though some industries, such as hat-making and embroidery of locally-made fabrics, are steadily increasing. There was some talk of so-called political freedom and having the islands for themselves, but they are a long way from being able to go forward without the stronger and abler direction which has produced the progress and prosperity of the last ten years.

The well-known hill station, Baguio, is entirely the creation of these years, and we enjoyed a long week-end

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there of delightful temperature, with some heavy rain each afternoon but perfect mornings and forenoons. There is here a population of about five thousand, largely United States troops and their families. In this suitable temperature there is a large production of vegetables and flowers for the use of Manila. There are two good motor roads from different points on the railway, which serve the plains below, known as the Benguet and Naguilian trails. Both are attractive, the former penetrating valleys and latterly making a rapid ascent to the high level, while the latter rises quickly and the latter half of the way runs on ridges, which give magnificent views of sea and land.

We regretted not seeing any other of the ports, and inland only the part of Luzon Island between Manila and Baguio. From what we saw there is no reason why the trade of these islands with the outside world should not expand even more rapidly in the future than it has done in the last twenty years, during which it has multiplied over six times.

From Singapore we set out for Java, the wonder island of the east, about forty hours' sail south-east. Batavia is the first place of call, but we went two days farther to the eastern port, Sourabaya, during these days seeing the island, with its background of volcanic mountains, some of them constantly smoking, and its foreground of rich vegetation, prominent among which is the distinctive green of sugar-cane, with the great white chimneys of the factories standing out like lighthouses. On this island, equalling England in area, live 40,000,000 people, practically all on the land in small holdings. The five large communities called cities do not, all told, account for more than 1,000,000 of the people, and the number employed on such industries as there are, is also negligible. To all appearance the people are happy and contented, and they certainly are fruitful and replenish the earth, as obviously there is no birth-rate question

Manila and Java

there. Four-fifths of Java are said to be under cultivation and the remaining twenty per cent. is being trenched upon. The ports are, even in the coldest time of the year, extremely hot for Europeans. Our steamer called at Semarang as well as Batavia. On landing we at once made for the mountains, beginning with Tosari, 6,000 feet up, to which we motored in three hours from Sourabaya. From here we visited the Bromo and Sand Sea. Arriving at the head of the Moengal Pass at daybreak, we saw the mountains with the gradually increasing light of the morning sun. An hour took us over the Sand Sea and up the staircase, but the Bromo emitted so continuously heavy volumes of smoke that the actual crater was never once visible. The finest part of this excursion was riding through the tjamara plantations, a feathery form of pine tree, giving a grateful shade in the tropical sun.

After a few days at Tosari, where it rained heavily each afternoon but was lovely in the early morning and forenoon, we rode on to Nongkajadjar, ten miles away, but 2,000 feet lower, and later motored to Poedjon, farther west at about the same altitude, both very pleasant centres, with bracing air. Then we had a long motor run through the beautiful valley of the Kali Konto to Ngantang and Kediri, from which we joined the railway to Djokja.

At the eastern end of the island we passed through many villages and saw the life there, which impressed us as being well ordered with good sanitary conditions. The centre of each village was the kentron, or village gong, which was a hollowed tree trunk slightly open along one side, like a C in outline, beaten by a wooden club. The variations of sound are used to convey intimations to the people or to call them to assemble under the headman, who represents law and order.

We had arrived now in the central part of the island, which is much the most interesting historically. The Kingdom of Mataram was here, with Djokja as capital.

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Though now Mahommedan, previous to the thirteenth century Buddhism was the religion of Java, and the remains, considerably injured by neglect and earthquakes, at Boroboedoer, Mendoet, and Prambannan are all extraordinary examples of the patience and elaborateness of Indian work. There are still a Sultan of Djokja and of Solo, but their position is purely nominal and the power is entirely in Dutch hands. This is the centre of such industries as batok—that is printing hand-painted calico, of which the design is marked off in wax to limit the application of colour—and brass engraved work.

We made a day's railway journey to Garoet, the east-most scenic centre of the western end of the island and here visited Tjipannas (hot springs) (*see 24, facing p. 129*), Leles, and Bagendit Lakes and the Kawah Mandoek Crater, then passed on to Bandoeng, where we stayed at Lembang. We were again up to 4,000 feet in lovely scenery, of which the Tangkoeban Prahoe, a mountain and two craters supposed to resemble in form an overturned vessel, is the outstanding feature, and from there we went on to Sindanglaya, a hill station from Batavia and Buitenzorg, where there is a mountain section of the Botanic Gardens.

We drove by carriage over the Poentjak Pass by Telaga Warna, a small crater lake situated in a large tea-garden, down to Buitenzorg, famous for the well-known and extensive Botanic Garden, said to be the best in the east. It certainly is a wonderful forestry collection, and as July is the nearest approach they can have here to the dead of winter there were few flowers in evidence. The *Victoria Regia*, or lotus flower, was in most beautiful bloom, and that really is so most of the year. So ended our visit to the garden island of the east, a vastly interesting and memorably beautiful spot.

XIX.

Malaya.

THANKS to rubber, this outlying and comparatively recent acquisition of Britain has become fairly well known even to the man on the street. Our holding of a considerable part can hardly be called possession, but, in actual fact, we are responsible for and control the administration of the Straits Settlements, the Federated Malay States, and even the non-Federated Malay States, which last are under British Protection. The area of the whole peninsula, generally known as Malaya, is equal to England, and the population is under 3,000,000, of whom only about 12,000, less than half per cent., are Europeans.

There is little history, except the usual story of internal wars, until Britain took hold one hundred years ago and gradually introduced a settled government. In 1819 Singapore was secured for Britain by agreement with the then Sultan of Johore. Like many other pioneers and statesmen of foresight beyond their fellows, Sir Stamford Raffles, who carried through this transaction, was not in his lifetime appreciated, though now he is amply recognised as the ideal hero and creator of this Colony.

Singapore, the gateway of Malaya and meeting-place of east and west, of north and south, is the most fascinating city in the Eastern Hemisphere. On landing there for the first time from Australia, early in 1921, we could for a day or two do nothing but sit on the hotel veranda looking at the endless moving picture of living people of every Eastern and European race. It is said

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that twenty-six languages are daily spoken in Singapore. On our drive to the hotel by motor from Tanjong Pagar Dock, where we had landed, we met a continuous stream of vehicles with passengers of all sorts and conditions. Gharries, electric tramcars, and, above all, innumerable rickshaws as well as motors fill up the roadway, and sorely tax the efforts of the handsome Sikh policemen, who do their best to control the traffic.

It certainly was hot in the sunshine, but considering that we were only eighty miles north of the Equator it was wonderfully bearable. Europeans are all the year round suitably attired in white ducks and topees for the men and the airiest of muslins for the women, while the Orientals wear, as the Irishman put it, "As little as they can avoid." The sea-front is laid out with plenty of open spaces, cricket and football grounds are provided, and the Government buildings, with a tall clock tower, occupy the southern end of Raffles Plain and Reclamation, as the open spaces are called. The Raffles Museum and Library are on the way to the residential suburbs, which lie on the higher ground back from the sea.

There are numerous markets in various parts. Along the Beach Road the Chinese business quarter is passed, the odours proclaiming it as dealing largely in dried fish, after which a pleasant suburb is reached at Seaview. There are tennis-courts everywhere and a race-course, also used as a golf course, out east of Government House.

The railways are a State service and are well organised. A main line runs from Singapore to Prai, opposite the Island of Penang, which may be called the back entrance to Malaya, and the line goes on northwards through Kedah to Siam, with numerous branches to the many ports and inland centres. The roads, of which there are about 2,500 miles, form a network in all directions; they are well constructed and maintained, and extensions are constantly being made. There is an excellent service of steamers to State ports and those of

neighbouring States by the Straits Steamship Company, and in this climate no one would choose a hot and dusty railway journey as against a comfortable, well-ordered steamer, with cool sea breezes most of the year.

The provincial towns are quite a feature of Malaya. Kuala Lumpur is a real garden city. The largest public buildings, such as the railway station, administration building, and the hotel, are handsomely planned, with quite a distinctive note in their architecture. Smaller towns, such as Ipoh, Taiping, and Kuala Kangsar also do their designers credit, while Penang town and suburbs form one of the most attractive pictures we have seen.

The two large products of Malaya are tin and rubber. In all directions are open mining works, of which the workers are almost all Chinese ; indeed, the smaller mines are worked in old-fashioned methods of dredging by Chinese on their own account, while larger concerns have modern machinery, with Chinese workers under European direction. The output of tin makes this the largest source of supply of this metal in the world. Perak is the State yielding the greatest quantity, and it has done so from early times. The name means silver, and it is supposed that the discoverers, as has frequently happened elsewhere in the world, gave the name under a misapprehension that the metal so visible was really silver.

Rubber plantations are everywhere. The profits made from the early plantings were so great that every acre possible has been put under rubber, and at the present time there is such a glut in the supply and such a slump in the price, that the whole peninsula is in helpless despair. No doubt this situation will right itself. Costs will be brought down and demand revive, but the powers that be should learn the lesson and guide the planters to suitable alternative crops, all of which would not suffer simultaneous depression. The Philippines and Java have a much greater range of output, and cannot be prostrated by a slump on any one article. The plantations on the

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flatter ground become very monotonous, but farther north the ground is undulating and has some really big mountains of 5,000 to 7,000 feet high, which give feature and make a very picturesque country. Some of these have been utilised for hill stations, with footpaths up to the bungalows, and no doubt motor roads will follow and make it possible, as in Java, for Europeans to have frequent changes to the hills. The lower, flatter ground is liable to cause malaria; but, again, the drainage of swamps and construction of mosquito-proof houses will in time, as in other parts of the world, eliminate this danger.

The population of Malaya is made up of Malays about one and a half, Chinese about a million, and Hindoos, or Tamils as they really are, about a quarter of a million. The real workers of the mines, as well as the plantations, are the Chinese, and they do well. There are many very well-to-do men in Singapore as well as in the country centres; indeed, the Chinaman generally does well away from his own land. In Java, the Philippines, and Burmah we came across many instances in which they were in influential positions, wealthy and highly respected. The workman is like some nearer home; he has his relaxation at the Chinese New Year time, about February; it takes the form of fireworks, and, if that way inclined, getting too much drink. The Malays and Mohammedans do not dissipate in that direction, but they also have a weakness for fireworks. The Tamils had a great fire-walking festival while we were in Perak, and had many quaint religious ceremonies. The fire-walking was long delayed—some wit said that they had got cold feet—but eventually a space of about ten yards square was covered with hot, charred wood, and eight or ten men ran right across it. They are reputed to be gentle workers, but honest and reliable. There is attachment to their employers, and in general they are orderly and law-abiding.

Malaya

This happy land used to be free of taxation, except the export duty on produce, and even now it has hardly any debt, as all the public works have been paid from revenue ; but the war and less prosperous times have made an income-tax necessary in the Straits Settlements, as well as moderate taxes on spirits, tobacco, and petrol collected throughout the peninsula. It is a well-governed country and has had its good times, which will doubtless come round again when the present overshadowings have passed away.

XX.

Trade in the Far East.

THIS term is generally applied to the Malay Peninsula and all lands to the east of it, and there is appropriateness in the groupings, as there is a certain homogeneity between China, Japan, the Philippines, the Dutch East Indies, French Indo-China, Siam, and Malaya. The population of these countries is about one-third of that of the whole world, and over half of that of Asia, while China herself, the country among them least opened to outside trade, represents about a quarter of the world's population. There is large intercourse and much commerce between these lands, and as manufactures develop that will inevitably grow. Even Australasia has a place not fully occupied in the supply of foods which the northern lands are not suited to produce, as well as fruits grown in the reverse seasons.

At any time notes by a mere visitor on such a large proposition can do little more than give a very general impression, and in the present circumstances of a world-wide delayed but none the less accentuated slump, these notes must be read with that reservation clearly in view. The markets generally, owing to the large populations, have enormous absorbing powers and conditions vary, but there is a resiliency here which old countries, especially those devastated by the Great War, cannot have.

Japan is a small country densely populated—she has roughly the same area and population as Great Britain,

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86,000 square miles, with 38,000,000 people. Although a military monarchy, it is the country most widely open to western influences. Trading has been large, as Japan secured much business during the war which Europe was unable to attend to. Native merchants, when the slump came, were heavily committed at high prices, but there will be a rapid recovery. The increasing momentum of the tendency towards European mode of life is creating demand. Japan's agriculture is almost wholly absorbed in supplying the needs of her people, but much attention is being given to the manufacture of goods for export, largely silk and cotton textures, although other products, such as lacquer ware, pottery, and art fabrics, are becoming important. The main factor for the future is honest delivery to sample. If Japan amends her ways in this respect she will become a great manufacturing nation.

China, nominally a republic, but really dominated by various adventurers with troops at their command, is only now beginning to open out to commerce. Though the population of the country is large—the latest well-grounded estimates place it at about 400,000,000—so is the area of the country, which is about 2,000,000 square miles, and it is in the main very poorly off for transport and communications. There can be no large progress until the Government is under one control and has the confidence of the people. The collection of customs is under a European Commission. The income from this source should be ample for all but large capital outlays. These should be met by loans, and the people have means, but will not lend these, as they distrust the integrity and ability of the Governments. Proportionately, the native traders had light commitments in the slump, and the extension of trade by better internal distributing facilities is what home manufacturers should keep a watchful eye upon. The customs figures for 1920 show large and rapid expansion, hardly checked by the slump.

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There is quite a steady capital outlay in machinery for low-grade cotton manufacture, the product of which will easily be absorbed without affecting imports of the European article. Britain, if her resources and facilities for the execution of large machinery installations were better known to the Chinese, would be in a more advantageous position for securing her share of orders for what will certainly be required in the near future. A scheme whereby Chinese students would be induced to study in British technical colleges and workshops would amply repay itself in days to come. The U.S.A. has just arranged that their share of the Boxer indemnity will be entirely devoted to this purpose, and it will prove a splendid investment.

The Philippine Islands brings us for the first time in contact with Spain's early enterprise as colonists, so prominent in the Western Hemisphere, and here, as there, it is past history. Under United States guidance a large export of produce has been developed. Sugar is probably produced here at a lower cost than anywhere in the world, but these islands are by no means limited to one or two articles of produce. Hemp is outstandingly, over a period of years, the big article of export. Coco-nut oil runs it closely, while sugar by its inflated value in war years has taken the prominent place. Tobacco and copra are large items. The variety of produce is great, and the Government of the country has wisely guided the introduction of suitable new growths. In twenty years the volume of trading with the outside world has multiplied over six times, and the growth of imports has closely followed exports. The spending power of the population shows a steady growth, and there is here a large and growing market for machinery and textiles. The total area of these islands is 115,000 square miles, and the latest census gives a population of 9,000,000. Naturally, the United States have a predominant position, but Britain has always held and retains an important

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place. Japan, from her proximity, is taking a good share in both export and import trade.

The Dutch East Indies are the islands of the Malay Archipelago, of which Java is the most valuable possession, and carries the bulk of the population. Although the area of Java is practically equal to England, the population is about 40,000,000, while Sumatra, Celebes, and Borneo have about 440,000 square miles, and a total population of 9,000,000. The minor islands, with 242,000 square miles, have 3,000,000 of a population. The Dutch are older colonists than we are, and preceded us in the holding of Ceylon and the Cape, and their record is a good one, with Java as the most advanced example. At the present time she is hit by the big drop in the value of her produce much more than by excessive purchases at high prices. Her cost of production is low and she will rapidly recover. The figures for 1919, which, of course, are inflated by the war value of sugar, show an export of 1,400,000,000 guilders—more than half of which is sugar—but coffee, rubber, vegetable oils, tobacco, tin, tea, copra, quinine, and spices, in order named, show quite important amounts, while her imports are 420,000,000 guilders, of which the large items are textiles and iron and machinery. A community which exports three and a half times the amount of its imports is in an enviable position.

French Indo-China was not visited, but may be included in a review. Here is one of France's oldest colonies, a country of 280,000 square miles and 18,000,000 people, wholly occupied in agriculture. Her export is mainly rice, and she imports textiles largely, the totals following each other closely with a margin of about twelve and a half per cent. greater exports than imports.

Siam is the sole instance in the East of an independent community without constitution ruled successfully as an absolute monarchy. It has an area of 200,000 square

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miles and 8,500,000 inhabitants, and is also occupied mainly in agriculture. The principal exports are rice and timber.

Last, we come to Malaya, including the Federated and non-Federated as well as the independent States, altogether an area of 52,500 square miles, with 2,700,000 of population.

Being a free port, Singapore ranks high in the world's records for its outward and inward tonnage. Its figures of purely peninsular exports and imports it is rather difficult to obtain, but undoubtedly tin and rubber are far and away the large articles of produce, while textiles, beverages, oil, coal, and iron utensils and machinery are the main imports. The trade for the population normally is very large, being in 1918 about 170,000,000 sterling.

The simultaneous slump in the two main articles has hit Malaya hard. Tin shows signs of recovery, but in rubber it will be necessary to so control production that the output may be sold without actual loss, and in the long run to so reduce the cost of production as to compete with any other country growing rubber. There must also be a greater variety of suitable produce introduced by planters. The success with rubber came too easily, and the best result the present depression can have will be compelling attention to economy of production.

Trade in the Far East is only at its beginning, and generations of Britons yet to come may, if they wish it, develop what will make the progress of the last fifty years look small by comparison.

XXI.

Burma and Ceylon.

(a) BURMA.

THESE are really, as regards situation and population, outlying parts of India, but from the different circumstances of their coming under British power, Burma is administered as a province of India under that department, and Ceylon as Crown Colony under the Colonial Office. Both countries impress a visitor as being more prosperous and contented than India proper, and the people, especially in Burma, have a buoyancy and cheerfulness which are not evident in the larger and older possession. We visited Burma in February, a good time of the year for weather. The approach to the Delta-land of the Irrawaddy and to Rangoon naturally is very featureless, but a long way down the river the huge gilded cone of the Shwe Dagon (pronounced Shway Dag-own) Pagoda comes into view and remains the dominant feature, and is constantly so in Rangoon, the bright and crowded present capital of Burma. It is an outstanding instance of a rapidly-formed port, entirely the outcome of the opening to trading of a conservative and isolated country, having been seventy years ago only a small fishing village; and now, with a population of over 300,000, it has become the third Indian port in point of volume of trade.

Burma has had many capitals, mostly inland, and well up in the fertile and closely populated part of the land, and her history was, like most Eastern countries, one of feuds, raids, and general unsettlement until Britain took

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hold. Communications are more by water than rail, there being in addition to the Irrawaddy other four large rivers. There are also now several main lines of railway within Burma, but not having any external connections. Rangoon, Moulmein, and Bassein are linked, and there is a trunk line from Rangoon almost to the northern boundary.

There is a population of over 12,000,000 to an area of 262,000 square miles, so the country is far from being over populated. The large exports are rice, timber, and oil, while the imports are generally textiles and iron work, and the country is in the prosperous position of usually exporting a value much in excess of that of the imports.

There is much that is novel to the visitor in Rangoon. The brilliant colours of the garments worn by both sexes make the streets a perfect kaleidoscope. There are tram-cars used almost entirely by natives. The customs as regards public conveyances of the various eastern communities of Europeans are curious. In Singapore rickshaws are used by all classes. In Rangoon tram-cars and rickshaws are unusual. It is *infra dig.* to use a clean rickshaw or tikka gharry, while any dirty thing propelled by petrol is quite all right.

A most interesting visit can be paid to the teak yards, where the handling is mostly done by teams of elephants working in concert. A beginning has been made in the timber yards of doing this work by power, the logs being taken from the river by running platforms driven by electricity and brought right up to the saws.

The other big industries of Rangoon are rice milling, there being over one hundred and fifty factories, and at Syriam, across the river, the earliest European settlement in Burma made by the Portuguese, large oil works owned like the Irrawaddy Flotilla in Scotland.

Throughout Burma the Scottish element is prominent in industry and commerce, the legend "Incorporated in Scotland" being of frequent occurrence in Rangoon.

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In the neighbourhood there are many good drives, that round the Royal Lake being the fashionable outing after the hottest of the day is over. In the good residential quarter there are palatial mansions owned by Chinamen, who take a good share in the commerce of the city. Burma abounds in pagodas, and a good Scottish Presbyterian assured us that the expenditure on their religion far exceeds relatively that of any white race on Christianity. At the time of our visit an edict had come from India forbidding the admission to the Shwe Dagon of Europeans wearing coverings to their feet, the practice having previously been that Europeans should show respect for the sacred place in their usual fashion of uncovering the head. We were content to see the exterior, having ample opportunity of seeing the interior of other large pagodas in the upper country. Usually the pagodas have no interior; the thousands which one sees in journeying by railway and steamer are of solid masonry. It is only the large and historic buildings, kept up by visitors from Burma and beyond, at Pegu the Shweh-mandau, at Prome the Shwesandau, and at Mandalay the Arakan, which have large surroundings for the sale of merchandise of all kinds to the pilgrims, and small shrines right in the innermost parts, generally with reputed fragments of Buddha's body.

We took a railway journey by night to Katha, the point farthest north where one can get steamer to Bhamo, the highest navigable point on the Irrawaddy, and were able to see the most picturesque second defile late in the afternoon before landing. Comfortable sleeping accommodation and good food are available on the steamers in port as well as while steaming. The banks and beyond are densely covered by good timber, and we were constantly meeting huge rafts, on which the lumbermen had quite good houses for the long journey down to the ports. Brightness was given to this landscape by frequent isolated trees or groups of what is here

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called "Flame of the Forest," very much like an acacia we had seen largely in Honolulu, there called *Ponciana Regia*.

On landing in Bhamo one instantly realised how close we were to China, the people, called Kachins and Shans, having flat features, and indeed many are genuine Chinese, the frontier of their land being only thirty miles away. There is a regular caravan route to the Chinese province of Yunnan, silk and fruit being large articles of import, while in return Burmese produce is carried to China. The most interesting building in the town is a Chinese joss-house, and there are also cantonments and clubs in an old Burman fort for the British troops holding the frontier. We returned to Katha by steamer, but had from there to go on by rail to Mandalay as the river was too low for navigation.

Mandalay we found exceedingly interesting, as King Thibau's forts and palaces were all in good preservation, although constructed mainly of teak, plentifully gilded. The front wall is of red brick, and on the outside of it there is a moat seventy-five yards in width, constantly filled. The Queen's Golden Monastery is a most elaborately carved and decorated building, occupied by Burmese priests, called *pongyi*. There is an extensive market in Mandalay, the *Zegyo* bazaar, where all kinds of goods and foods are sold, and where one can see that women take the leading place in the conduct of commerce.

The silk-weaving industry of Burma, with materials brought over the hills from China, is largely carried on near Mandalay at Amarapura. There are said to be five thousand weavers, and it was interesting to see many houses with looms accommodated in outhouses open to the air, with that exception much like Scottish lowland villages in the hand-loom weaving days of last century. They had also a weaving school under Government where power looms are set up, and their operation is being taught with a view to the construction later of a

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factory. The other industry of this place is the manufacture of stone and marble images of Buddha, which are turned out by the hundred and shipped to all over the Far East.

On the road back to Mandalay we visited the great Arakan Pagoda, and were able to see it completely. It covers as great an area as the Shwe Dagon, and has many thousands of visitors throughout the year, being regarded by Upper Burmans as not inferior in sanctity to the great Rangoon building. Three days sailing by day only, the steamer tying-up at suitable places as night comes, took us back to Prome. The various growths, rice easily the largest product, but cotton and ground nuts are quite considerable, can be well seen from the upper deck of the steamer. The officers and crew are on a lower deck, leaving a well-elevated space and uninterrupted view for the passengers.

At Pagan (pronounced pah-gan), an early capital, there are about twenty miles of ruins, mainly pagodos. The oil deposits are in the neighbourhood of a place rejoicing in the unharmonious name of Yenangyaung, from which over 200,000,000 gallons are annually raised and sent down by pipe line to Rangoon. There are many factories for pressing the oil from ground nuts, and much of this product finds its way to Italy, the largest producer of olive oil. There is a special lacquer ware produced here, the lac basis of which is found in the forests bordering on the river. The rail journey from Prome to Rangoon we made by night. The accommodation is not very luxurious and the line very rough. In Burma we had our first experience of a "bearer" as servant to attend to us, make up our beds, and look after our baggage, an arrangement which is general all over India and is quite a necessity.

As we sailed down the river, clouds gathered for the first time in our five weeks' sojourn in Burma, and we saw, but escaped, the much-needed rain. We enjoyed every

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hour in this fascinating land, where there is equality of the sexes even as regards the large cigars consumed by man, woman, and child.

(b) CEYLON.

CEYLON is remarkable even among tropical lands for its great physical beauty, caused by its bold mountainous formation and well-conserved rainfall. The southern half of the island rises steadily from the sea to over 8,000 feet, and the principal mountain resort, Nuwara Eliya (pronounced as one word, Newraylia), stands at 6,200 feet above the sea. There is a constant supply of water in most of the rivers and streams which rise in these mountains, and the country is well-wooded, besides being now largely planted by tea on the higher and rubber on the lower land.

We arrived at Colombo from Penang, whence we had come very comfortably and remarkably steadily by motor steamer of the Glen Line, owned in Glasgow. We were at once impressed by the elaborate breakwaters, which were of heavy masonry and must have involved large outlay. On landing in the city one gets a first impression of a densely-populated place, as the buildings are high and concentrated, but that congestion applies only to a limited area, as the suburbs are widely spread out and interspersed with many open spaces. The Galle Face Hotel is about a mile out, right on the sea, and looks on the Galle Face esplanade, practically park ground all the way from the city proper. Several public buildings, including the Colombo Club, face this open space.

In going round the city one is promptly reminded that we are comparatively late-comers to Ceylon, as the Portuguese held the coast parts of the island over four hundred years ago for about one hundred and fifty years; the Dutch thereafter till about the end of the eighteenth century, when the British took over from them, adding

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twenty years later the mountainous district of the island, including the Kandyan kingdom, thus bringing the entire island under British rule. In the Pettah or native town district there is an old Dutch belfry near the market-place, and also Wolfendahl Street, leading to a large old church of the same name, where there are many monuments and tablets recording the services of Dutch officials.

A favourite afternoon drive of Colombo residents is to Mount Lavinia, a slightly elevated rocky point on the beach about seven miles south. The ideal way to see the interior of Ceylon is by motor ; the roads are good and every mile of the way is picturesque. We began by visiting some rubber and tea-plantations on the southern and lower slopes of the mountainous country. The whole road was through beautiful, wooded landscape, Kaduwella and Avisawella were choice spots on the way to Ratnapura, which means "gem town," that being the centre of a district the gravel beds of which, on washing, yield sapphires, topazes, and cats-eyes ; plumbago is also mined in this neighbourhood. Here we visited a tea and rubber estate interplanted, and already the growth of the rubber seriously overshadowed the tea, and to an ignorant layman that seemed only to indicate how much more serious was the underground interference of the big and dominant trees with the small and delicate tea shrubs.

We passed on, and spent the night at another rubber and tea-plantation where the growths are separated, and if all plantation bungalows are equally comfortable, the planter's life has extremely pleasant conditions. Here were beautiful surroundings, lovely flower and rock gardens, and every possible comfort ; a good water supply and electric light. The growths seemed much more satisfactory ; each was planted on an aspect of land considered most suitable, and in the factory we were initiated into the mysteries of the many different

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qualities of tea being produced from one plant and from one picking of that plant. The road proceeds by Heldummula and Haputale, rising steadily to about 5,000 feet, with magnificent views southwards over the broad plain, which extends right to the sea, and traversing a small plateau of lower level than the ridge, Bandarawella, about 4,000 feet above the sea, is reached. This is claimed to be the most equable climate in Ceylon, and is really a favourite mountain resort for Colombo residents, with a hill station for European troops.

We proceeded next day by Welimada, rising rapidly to Nuwara Eliya, passing on the way the small Hakgala Botanic Garden, a subsidiary of the large Peradeniya Gardens near Kandy. The reputation of Nuwara Eliya is well deserved. It is well spread out, with no idea of crowding, as every house has extensive grounds and there are many good roads, well-planned drives, and a golf course of eighteen holes, kept in good condition and much played upon. On leaving for Kandy, we passed right through Dimbula Valley, a great tract of beautiful land almost wholly covered by tea, the finest of which is produced on these high lands between 4,000 and 6,000 feet above the sea. We stopped at one garden for tiffin in a delightful bungalow, and at another for tea, where the bungalow had surroundings of beautiful lawns, garden, and orchards, and continued our way right on to Kandy by Nawalpitiya and Gampola.

Here we were right back to crowded humanity, a teeming population in closely-set houses. We visited yet another garden a few miles from Kandy, where very high-class tea is produced, and the manager was good enough to pass us on to the curator of Peradeniya Botanic Gardens, who made our visit there extremely interesting. He demonstrated that the reputation of Ceylon in our children's missionary hymn was well founded, as we there saw and smelt every spicy growth we had ever heard of and many others which were unknown to us. The

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Temple of the Tooth, said to be Buddha's, is a show-place in Kandy, but the tooth has to be imagined, as it is not on view. It is described as two inches long and under one in diameter, hardly a likely article ever to have been in the mouth of a human being.

In the Mahaweli gunga, about two miles out of Kandy, we saw the sacred elephants bathing, and here also, as well as between Kandy and Matale, we saw many cacao plantations, the large red pods of which make a beautiful show by the roadsides. The beans from these afford cocoa and chocolate, also largely grown in the West Indies. This finished our visiting of modern Ceylon, and our next experience of seeing, in these days, what Ceylon of two thousand years ago was like proved extraordinarily interesting, and has been dealt with in a separate chapter.

We returned to Colombo by Puttalam and from there, along the west coast of the island, which is almost wholly in coco palm plantations, the produce of which is prepared into copra and cocoanut-oil and shipped largely to Britain.

Ceylon has learnt the lesson of fifty years ago, at which time the main product of the island was coffee, but a new fungus then attacked the plants, and within ten years their main industry was gone and ruin faced the planters. Now there are produced tea, rubber, coco-nuts, cacao, and spices, and no danger of the recurrence of a similar calamity, as insect and vegetable enemies are eagerly watched by a capable scientific staff.

This junction-place of eastern and southern passage has much to interest travellers and to benefit health-seekers, and the facilities and accommodation provided compare very favourably with that of any other part of the Orient.



41—ARACAN PAGODA, NEAR MANDALAY, BURMA.



42—MOONSTONE MONOLITH, KING'S PALACE, ANARADHAPURA.



43—AMBUSTALA DAGOBA AND MAHINDA'S TOMB, MIHINTALE.



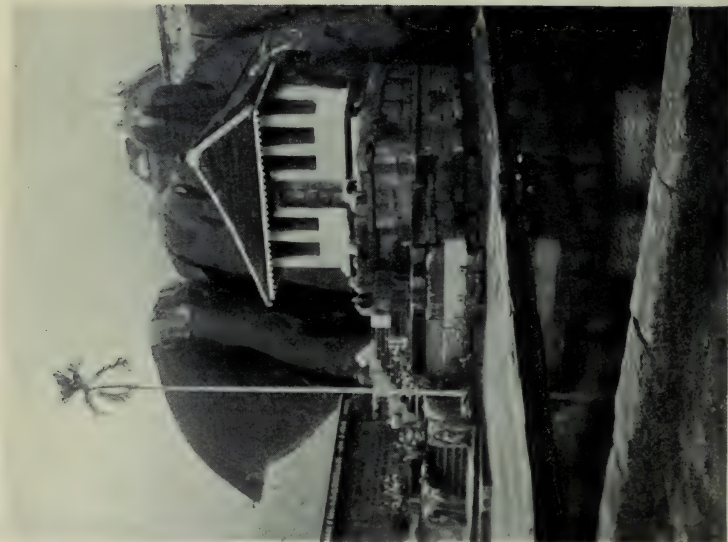
44—GAL VIHARA, SITTING BUDDHA, POLONARRUWA.



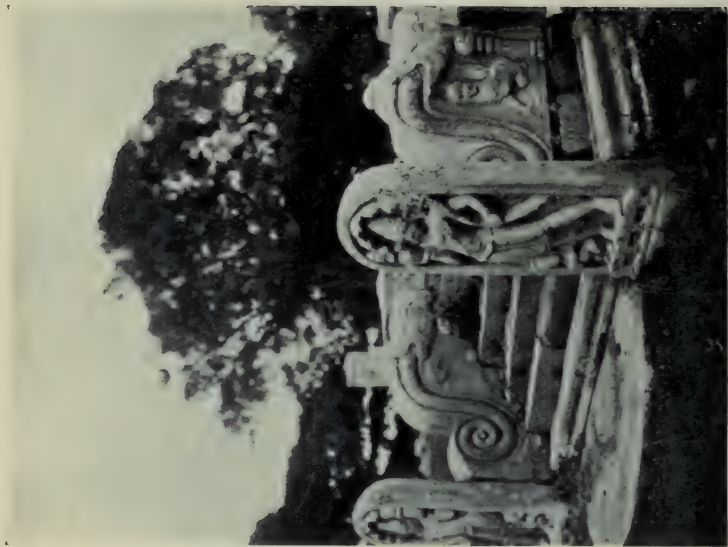
45—GUARD AT ELEPHANT STABLE, ANARADHAPURA.



46—THUPURAMA DAGOBA, ANARADHAPURA.



47—ROCK TEMPLE, ISURUMANIYA, ANARADHAPURA.



48—MOONSTONE BALUSTRADE AND LION, ANARADHAPURA.

XXII.

The Buried Cities of Ceylon.

ONE of the many extraneous services rendered from time to time by the Indian and Colonial Civil Services was, nearly a hundred years ago, performed by George Turnour, who translated into English a record of Cingalese history from about 500 B.C., written in the fifth century A.D. by a Buddhist priest, and called the Mahanama. This history is curiously confirmed and amplified by the wonderful remains at Anaradhapura Sigiriya and Polonnaruwa, which have during recent years been gradually freed from the coverings which have kept them in such marvellous preservation. There is yet much to do in this way.

In our three days' stay we saw in succession Polonnaruwa, Mihintale, and Anaradhapura, the two last parts of one large capital city, sixteen miles square, of 2,300 years back, the first a capital of much later date, probably about eight hundred years ago. These, along with some smaller places which we did not visit, are known as the "Buried Cities of Ceylon," and there is quite an extensive literature on the subject. Most of the ruins, reached by a paved stairway, at Mihintale are on the hill around Mahinda's bed and tomb in the Ambasthale Dagoba adjoining. He lived about 300 B.C., and was the son of King Asoka, Emperor of India. He became the apostle of Buddhism from India to Ceylon, where Dewanampya Tissa was king. They were great builders in those days, and much of their building remains

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though the lapse of unheeding centuries had put them many feet under the present surface. Under skilled guidance, before the war, work was proceeding in removing this covering, and, though then interrupted, has now been resumed, so each year progress is being made in clearing the outlines of this great city of pre-Christian times. Brick and wood parts have all gone, but granite remains, and of this many of the important parts, and especially the decorative parts, of the structures were made. The term "moonstones" is applied to the large semi-circular base steps of stairways, and there are many of these exposed now, with beautiful concentric rings of carving of animals in succession, usually elephant, horse, bullock, and lion; of geese in flight, of acanthus or lotus flower, with a centre of lotus leaf. The condition of these and the other sculptured parts is wonderful, and the perfection of forms and workmanship is still more so.

There are at Anaradhapura three great dagobas—Kuanweli, Abhayagiri, and Jetawanarama—enormous mounds of brick and earth now overgrown by vegetation, which form prominent features in the wooded landscape. There are also two tanks or reservoirs, which enhance the beauty of the scene. The main interest centres round the Sacred Bo Tree (*see 73, facing p. 185*), believed to be 2,200 years old, and the Lohopasada or Brazen Palace, of which only sixteen hundred upholding granite pillars remain. Thupurama is a masonry pagoda with many elaborately-carved structures around it. The king's palace and elephant stables are near this. All the names given are arbitrary and tentative, as only a fraction of the area of a city like the present London has been unearthed, and the walls of most of the prominent buildings are yet to discover.

At Polonnaruwa there are some large structures which need no excavation, particularly the Thupurama Temple. From the underground parts a sitting and a sleeping Buddha, with guardian, have been cleared, but on the

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day of our visit the light was difficult and only dim pictures were possible.

What is already visible is of extraordinary interest, but successive years will steadily increase the attraction of this chapter of long past history.

XXIII.

India.

WE entered India by the unusual route for tourists from Talai Manaar at the north end of Ceylon to Dharushkodi, where the land connection with India is so nearly continuous that it is planned, and no doubt will be carried out, to have a causeway with a railway from the island to the mainland. The journey is mostly through featureless country with occasional hills, but it is a land teeming with historical associations and old Hindu temples.

There are many indications that here, as more or less throughout India, the air is filled by the spirits of the millions whose lives have made the present India. We were now passing through the region where Britain unconsciously began her contact with the land, the story of her influence on which was to form one of the most fascinating pages of human history.

Madura, Trichinopoly, and Tanjore are full of interest to the archæological student. We passed right on to Madras, the earliest municipal corporation in India, and a city of wide roadways and large open spaces, with a fine harbour. There is a population of over half a million, mostly Hindus, a considerable amount of industry, and a steadily increasing commerce by sea. Proceeding by rail to Calcutta, we made our first journey on wide-gauge railway, over one thousand miles in about forty hours. At Godavari, over a river of the same name, there was a bridge about one and a half miles long in fifty-six spans. On this journey there was a pleasing

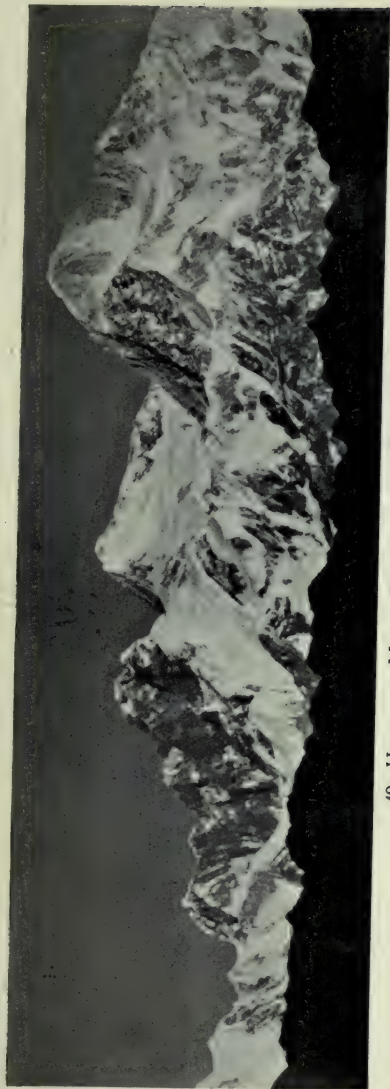
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and wholly unexpected greenness over the landscape, largely from paddy-fields. In the neighbourhood of Vizianagram we first saw what is a familiar sight nearer Calcutta, fields of ripe jute, which is an attractive feature in the landscape, the stems being of a red-brown colour with small white flowers. The spinning and weaving of this product, on a small scale in this quarter, is the large industry of Bengal.

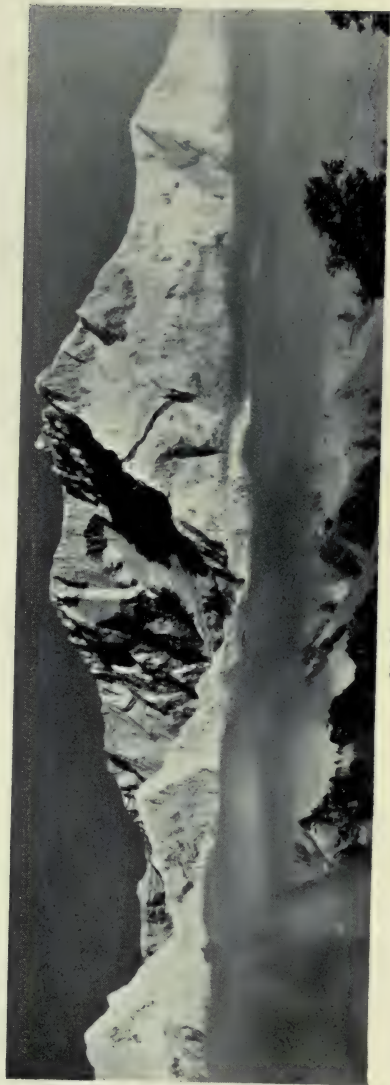
Landing in Calcutta at Howrah on the right bank of the Hooghly, the first impression of the late capital, and the newest of India's large cities, is not favourable, but, on crossing the pontoon bridge to the left bank and getting through the maze of narrow streets to Dalhousie Square, the impression of handsome structures and open spaces is received, and on reaching the Maidan, with its surrounding public and private buildings and ample roadways, it is felt that here is something really worthy of a city with over a million inhabitants and an enormous trading intercourse with the whole world. The history of Calcutta is, for Indian cities, a brief one, as before the British occupancy it did not exist. Jute and tea are the two products on which Calcutta depends and her imports are largely British manufactures, for which she is the convenient entry port for a large internal distribution. The residential parts of Calcutta have mostly spacious grounds around the houses, and only four miles out we saw golf played on greens as well grown as any inland home course.

There are in the business circles here about as large a proportion of Scottish men and women as we had found in Rangoon, and life appeared to be very congenial in the cold weather months.

The nearest resort for hot weather is Darjeeling, which we reached by an overnight journey on three different gauges, the last of which, twenty-four inches, rises to about 7,000 feet in full view of the Himalayas, with Kinchinjanga right opposite, and Mount Everest, over



49—HIMALAYAS, MOUNT EVEREST (DISTANT PEAK IN CENTRE).



50—HIMALAYAS, KINCHINJUNGA.



52—GUARDIAN OF BRIDGE AT JAUNPUR.



51—UNIQUE BRIDGE AT JAUNPUR, INDIA.



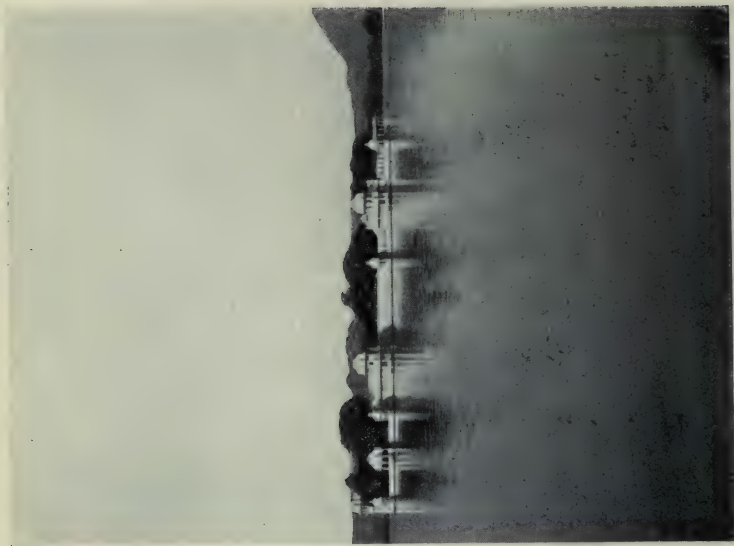
53—GOLDEN TEMPLE, BENARES.



54—HALL OF THE WINDS, JAIPUR, INDIA



55—THAKURJI TEMPLE, AMBER, JAIPUR.



56—PICHOLA LAKE, UDAIPUR, INDIA.



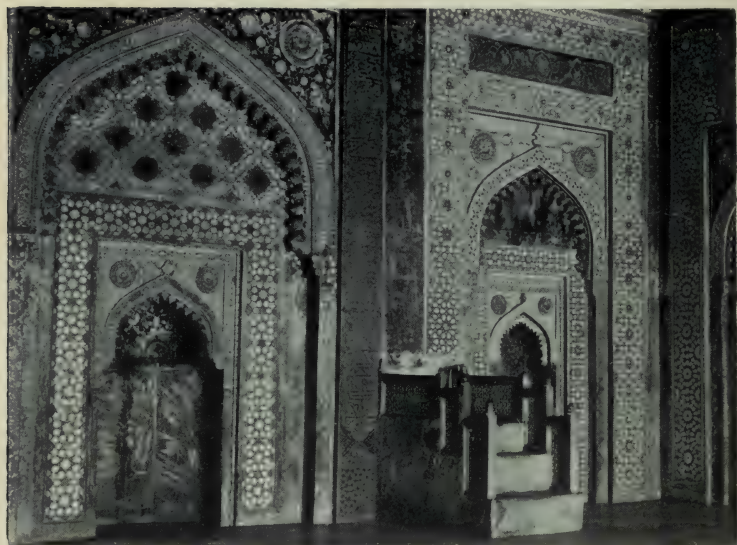
57—DUSASSWAMEDH GHAT, BENARES.



58—PUNCH GUNGA BENI NADNO GHAT, BENARES.



59—PRAMBANNAN, DJOKJAKARTA, JAVA.



60—INTERIOR DARGAH MOSQUE, FATEPUR SIKRI.

29,000 feet, visible from Tiger Hill. To go there involved getting out of bed at 2 a.m., and reaching the summit while the sky had only star-light, but that of a brilliancy unknown in our land or even on the Indian plains ; then slowly the eastern sky lightened and the stars paled. Before the sun was visible the tips of Kinchinjanga became touched with rosy light, then the sun broke the horizon line and showed on the tips of Everest and the two neighbouring mountains, and very quickly thereafter we had the full light of glorious day. We were amply rewarded for our early start by a remarkably fine display and a perfect view of the world's highest tip on earth's highest mountain.

The whole surroundings of Darjeeling are agreeable. Tea-gardens come quite close to the residences, and give employment to about 50,000 coolies. The population outside of European visitors is of very varied hill races, who attend the week-end markets in picturesque, highly-coloured costumes.

Returning to Calcutta, instead of taking a cross-country journey, we started from there direct to Benares, beginning a round of the historic cities of the United Provinces. Some visitors to India select a few cities and take these as being representative of India. No two places we saw in any way resembled each other, and though we spent four months there, and travelled over three thousand miles, seeing twenty cities and as many villages, our first-hand knowledge of India does not cover one-twentieth part of the country.

Benares is called the religious capital of India, and the feature of the place is the ghats or masonry stair-banks, which afford approaches to the sacred River Ganges. There are about twenty of these. At all times they have many pilgrims bathing from the steps, but at certain phases of the moon, and at other special festival times, there are multitudes by hundreds of thousands, not only bathing, but making on foot the Panch Kosi pilgrimage

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of thirty-six miles, usually occupying six days, around the sacred city. The interior of Benares can hardly be called clean and the roadways are mostly narrow lanes. Workers in the main industry of ornamental brasswork are producing much inferior work, and the brocades and embroideries are also inferior to those of earlier days. It was exceedingly interesting to stand alongside the hand-loom producing elaborate designs with most primitive mechanism, jacquard machines not yet having been adopted here. Benares has a reputation as a place of learning, and the new university, now in course of building on two square miles of land gifted by the Maharajah, promises to be one of the most important centres of education in India. The mechanical section, now open, is splendidly equipped and already thronged by students.

At Sarnath, where Buddha first preached, there are many Hindu shrines and a museum containing, among other sculptures, an Asoka sandstone column, with Gupta transcription of one of his edicts. At Queen's College there is erected another monolith with similar inscription, which was found near Ghazipur. A few miles out the Maharajah has a palace and fort at Ramnagar, the most attractive feature of which is its situation above a fine ghat, overlooking the river front at Benares.

From here we visited Jaunpur, one of the quaintest places in India, its main attraction being a stone bridge over the Gumti, with sixteen spans and shops continuously on each side of the roadway. At the south end is a gigantic stone lion as guardian of the bridge. There are many fine mosques here, especially the Jami Musjid, erected about five hundred years ago, soon after the place was founded, by Firoz Shah in memory of his predecessor, Juna Khan or Mohammed Bui Tulak.

Our next visit was to Lucknow, the place of preponderating interest in the Mutiny story. The city is cleaner than Benares and has good wide roads, but the depth of dust, even in the parks, is unbelievable. There

are no important industries and the public buildings are not impressive, either as regards their architecture or construction. For India, it has only a short history, about two hundred years, and but for the associations with its distinguished defenders and the relief forces, the buildings which one views with such pathetic interest—the Residency, Dilkusha, Martiniere, and Alambagh,—would be little regarded. The Jami Musjid is easily the most impressive building in Lucknow, being placed on a prominent site, with boldly-designed domes and minarets.

Cawnpore has also tragic memories of heroic but costly defence and a capitulation to Nana Sahib, which was even more tragic because of his dastardly treachery. The memorials in Cawnpore are most carefully preserved, and their concentration facilitates a mental reconstruction of the events. Cawnpore is quite the most progressive industrial city in India. There are large textile factories, well equipped with modern machinery, as well as great tanneries and factories making up their product for home distribution and export. There are here also technical schools and an agricultural college, with an extensive Government experimental farm.

The administrative centre of the United Provinces is at present Allahabad, and it is laid out on such ample lines, covering such a large area, that it gives one the impression of being an ideal garden city. Even business premises are usually great bungalows with surrounding gardens. The well-known *Pioneer* newspaper has an establishment more like the residence of a prosperous merchant than our home idea of what is suitable for the direction and issue of an influential daily paper. The city's history goes back over two thousand years, and the fort built by Akbar is a most interesting group of buildings, including an Asoka Pillar, the Akshai Bat, or undying banyan tree, and a much-pillared zenana building underground. The Tribeni Ghat marks the confluence of Ganges, Jumna, and Saraswati, and this

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is the scene of what is now, and has been held from time immemorial, a great religious fair called the Magh Mela.

We now left the cities, and made our way to a small station in the Bundelkhand district, called Karwi or Karwi Tarawhan. The name is sometimes spelt Kirwee, but always pronounced Kurwi. Here we were living with the magistrate's household, first in a bungalow and later, for three weeks, in a travelling camp around the district. This gave an opportunity of coming in close contact with real Indian life practically away from other Europeans. In the immediate neighbourhood of Karwi is Chitrakot, a great place of pilgrimage for devout Hindus, as it is said to be where Sita Rama and Laksdman came to live after their exile from Ajudhia. There is a dilapidated temple, known as the Ganesh Bagh, and the ruins of the large Bara Palace, in which, after the Mutiny, a famous treasure was kept, known as the Karwi and Banda prize money. Here the Peshwa had lived in great state, but the present representative is a ward of the magistrate, and his means are so attenuated that these possessions cannot even be kept in repair. At Karwi we saw day by day the village life under its Lumbaradar (headman) and Panchiat (council of five), and its revenue collection under the Tehsildar, also the courts with chuprassis (officers) and chaukidars (policemen). At one of the stopping-places, when on tour, there was an old fort, with moat and dungeons very like many of the castles in the West Highlands of Scotland.

At another place the arrival of the Prince of Wales in the province was celebrated by a gathering in the evening, to which the magistrate and his party were invited. After dark, a group of men from the village, with torches, escorted us on an elephant from camp to an enclosure marked off by torches, and our arrival was the signal for a salvo of guns, after which the headman spoke a welcome and an old poet recited his composition

of many verses. There was a distribution of food to the poor and sweets to the children of the school, who then sang several pieces. More singing and speeches followed, and the magistrate concluded the proceedings by a lengthy speech, in which he took occasion to tell much as to the Prince and his journey to see for himself the peoples of India and his great desire to know thoroughly all about them. A most loyal gathering concluded by the usual anthems, and from beginning to end it was a well-managed show. The people know how to do that kind of thing.

Most of these camps were in well-chosen groves of mango trees, and incidentally there were many opportunities of seeing the beasts of the fields and the fowls of the air. Our camp was moved every three or four days eight or ten miles, the move mainly taking place in the cool night, except the sleeping-tents. Camels and a few bullock carts carried the baggage, and the party moved between chota hazri and breakfast, the magistrate and his mem-sahib on horses often diverging to inspect a school, office, or pound; the burra sahib and burra mem-sahib, with the baby on an elephant and the other live stock, including a cow and calf, a dog and two puppies, and three baby camels, by road or on wagons. The family was increased by one baby camel, which when two hours old tried to walk like its seniors. The camp was pitched for breakfast, and the sleeping tents arrived and were put up in the afternoon. It is an interesting and healthy life and undoubtedly beneficial to the Government, as the courts held are only a small part of the work. All kinds of questions as to roads, property, schools, and other public buildings are dealt with satisfactorily by the magistrate on the spot. These country people look to the powers-that-be with the reverence of children, and respect a sensible practical decision of their affairs.

We started westwards before Christmas, spending a night at Jhansi, the capital of Bundelkhand, on the way to Gwalior, where we were to pass the holidays, living in

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the Maharajah's guest-house, giving us our first experience of a great native State. We were welcomed by a young Rajput in an A.D.C. smart uniform, and quickly found ourselves quite at home. The Maharajah's secretary was a medical who had qualified in Edinburgh, his old tutor was a good Scot, now retired, who had come out for the cold weather to India, and he acted as host, while the majority of the other guests were young officers from the *Renown*, then lying at Bombay, among whom was Prince Charles of Belgium, a young midshipman, who had been educated at Eton and spoke English without a trace of an accent. The whole staff of servants at the guest-house were in a brightly-coloured uniform, in colours not unlike the beefeaters at the Tower, even to the head-dress. We spent Christmas there, and had our turkey and plum-pudding, with the usual accompaniments, regardless of the temperature. The Maharajah holds a leading place among native princes, being highly educated and determined to have his State in the forefront, but he does not spare himself, as he is said to work fourteen hours per day. There are many State enterprises, including several light railways, mechanical workshops, boot and saddlery factory, and a pottery, also an agricultural college. The Maharajah's palace is quite modern and furnished on western lines. The Prince of Wales' visit was yet to come, and the whole place was lively with preparations, as four days were to be spent in the State.

The outstanding interest is the fort, which has a unique situation on a rocky eminence about three hundred feet above the plain, one and three-quarter miles long and from two hundred yards to half a mile in breadth. This is completely enclosed by a wall thirty to thirty-five feet high, with six gates, and as our visit was paid mounted on an elephant, we were appropriately admitted by the elephant gate, and began our tour with the most interesting place, the Man Singh Palace, full of beautiful

stone-work decoration, particularly open screen work. The Tali ka-Mandir, a temple of the eleventh century, and the Jain or Sas Bahu Temples are marvels of minute sculpture. The descent from the fort is made extraordinarily interesting by a succession of rock sculptures, made by Jains in the fifteenth century, gigantic figures are visible from the road, and there are many interior excavations; in all over twenty figures, twenty to thirty feet in height.

We were now to visit the one place acknowledged to be the centre of a visitor's interest in India, Agra, and we were not disappointed. This and its neighbourhood has been made the subject of a special chapter.

The whole country around Delhi has for westerns extraordinary interest as the scene, not of one or two, but of a succession of at least seven Delhi's, and at the present time there are visible two more, the temporary city out northwards of the present walled town and the great capital that is to be, in the opposite direction, with the outlines of New Government House and the Secretariat well defined. Southwards especially there are extensive remains of old buildings, and generally these have been rugged and enormously strong buildings. Tuklak's tomb is typical, and the race was, like their buildings, robust, rugged, and determined.

The fort is beautifully situated on the right bank of the Jumna river, and its gardens, with the surrounding buildings, are the outstanding feature. There are public and private audience chambers, baths, various women's palaces, and particularly a life-giving garden court, all of elaborately carved marble work; but the distinctive object of interest at Delhi stands outside the present city, the Kutab Minar and surroundings. This structure, erected in various stages by successive rulers, is believed to have been a tower to commemorate the victory of the Mohammedans. Begun in the twelfth century, and added to in the two succeeding centuries, it is a monument

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worthy of the intention. The Kuwwat-ul-Islam Mosque is a fitting part of the group ; the screen and cloisters are remarkably impressive. Within stands the famous Iron Pillar, chronicling the deeds of King Chandra, who reigned about 460 A.D. The tomb of Altamsh, dating back to the thirteenth century, stands outside the mosque at the north-west corner, and is remarkable for the beautiful carved marble work.

The fort of Tuklakbad is almost wholly in ruins, there being only the remains of the great wall without any structures within it, but the rugged tomb of this warrior is kept in good preservation, and reminds one of the Inca remains in Peru and Cecil Rhodes' last resting-place in the Matoppo Hills in South Africa. The mausoleums of Firo Shah, nearer Delhi, as well as those of Humayun, the second great Mughul ruler, and Nawab Safdar Jang, are handsome buildings, with the surroundings well kept, but nothing distinctive in their architecture.

Many British Government representatives have helped in the restoration and preservation of historical Indian buildings and sites, but it will be readily acknowledged that if Lord Curzon had no other monument of his work there, he has written deep for posterity in the part he has borne in this valuable work. There are two beautiful marble doors on the tombs of the Muhammad Shah and Prince Jahangir, son of Akbar, beside the shrine of Nizam-ud-din-ulah. Delhi has also its interest as the scene of the greatest siege in the Mutiny, a costly but successful effort which may be said to have ended the crisis.

We now turned southwards with regret, there being many interesting areas in the Punjab and beyond, especially Kashmir, the ideal hot-weather refuge in the great north-west ; but Rajputana called us, and we saw in succession the two great natives States, Jaipur and Udaipur. Again, these are entirely different from each other and also from Gwalior. Jaipur, within its

crenellated walls, with seven gates, has roomy main streets over one hundred feet wide. It is a centre of varied manufactures and a live, prosperous place. The Maharajah's palace is within the walls and is not remarkable. The observatory, built by Jai Singh in the open air two hundred years ago, is a curious gathering of extraordinary instruments. There are some fine modern buildings outside the wall, especially the Albert Hall and Museums. The old capital, about six miles out at Amber (pronounced Am-bare), is of great interest, having many fine buildings in a remarkably fine situation. At Galta, about two miles off, there is a curious ruined temple to the Sun God, on the way to which, from a hill, an excellent view of the present city, with the Tiger Fort watching over it, is to be had.

Udaipur is easily the most picturesque place we saw in India. Situated on a ridge among surrounding hills, the succession of white palaces is the central figure and the city surrounding it is an accessory. In the morning this aspect gets the full blaze of the sun, while from the west side in the evening it is seen with the large full Pichola Lake as foreground, studded with gem-like islets, mainly covered by dainty marble structures, and on the ridge behind, the same palaces on their other side lit by the setting sun. It is an eastern dream city, embodied. The Maharana of Udaipur is the representative of the premier ruling house in India, and, as he is now an aged man, his rule is shared by his son, by whom we were received when visiting the palace. It is an interesting pile of buildings of very varied age and has much modern fitting. At the Resident's reception we met many of the rajahs, who all spoke fluent English and many played a good game of lawn-tennis. The city outside of the palace is rather smelly and its roadways are hardly more than passages. Certainly, the view of the city from Pitchola Lake and the Fateh Sagar is much the finest thing in Udaipur. At Arh, near the railway

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station, are the mausoleums of the maharanas, many of which are beautiful marble structures in good preservation.

We returned northwards to Ajmer, a large railway centre, which is also the cold weather location of the administration of Rajputana. It is a place with a long history of many changes. There is a fine mosque, the Arhai-din-ka-jonpra, with a remarkable massive screen. The city within the walls can hardly be said to have streets. They are only narrow passages, and we did not wonder that epidemics are rarely absent.

On our way to the suburbs we stopped at a modern Jain temple, called the Naseyan or Red Temple, a large four-storey building which had in its two upper storeys a representation, in brass and gilt work, of scenes illustrating the birth and life of Adinath, the first propagator of the Jain religion. These scenes were laid at Ajodhya and Allahabad, including the Tribeni Ghat there. This structure was not yet completed. Outside the wall there are roomy parks and what remains of the almost dry Ana Sagar, with a series of five beautiful marble pavilions, erected by Shah Jahan, but allowed to fall into disrepair and now restored.

The Mayo College is a fine handsome building of modern construction, and of remarkable and characteristic Indian architecture.

In the summer the administrative centre for Rajputana is at Mount Abu, where we spent a few days. The road from Abu Road station is a fine piece of engineering, with beautiful views, ascending 4,000 feet to Mount Abu, where are the Dilwarra Temples, the finest marble work in India; again Jain sculptures, this time entirely interiors, pillars, and elaborate arches and roofs. Most of the Rajput States have vakils or agents here, and these have residences of varied grandeur, some with large mansions and extensive grounds.

We now proceeded to Bombay, our port of embarkation, which we again found to be entirely different from

India

Calcutta, Colombo, or Madras. It has the advantage in situation, being on an island which is practically a peninsula, with many bays and undulations, on one arm having Government House in a beautiful setting, almost surrounded by the sea. It is a place of large industries and much commerce, with fine clubs and many beautiful residences, the most pretentious of which do not always belong to Europeans.

Well, and what of the future of India? Its history is of such duration that the British occupancy may only prove a little incident, but with such judgment as a transitory visitor may venture to apply, I do not think the time has yet come for India to go her own way. The native States give little indication of desire to do this, and the present agitation is only a demonstration of how unfit its present leaders would be to guide in the event of the movement succeeding.

India may yet do great things under the British Raj.

XXIV.

Agra and its Neighbourhood.

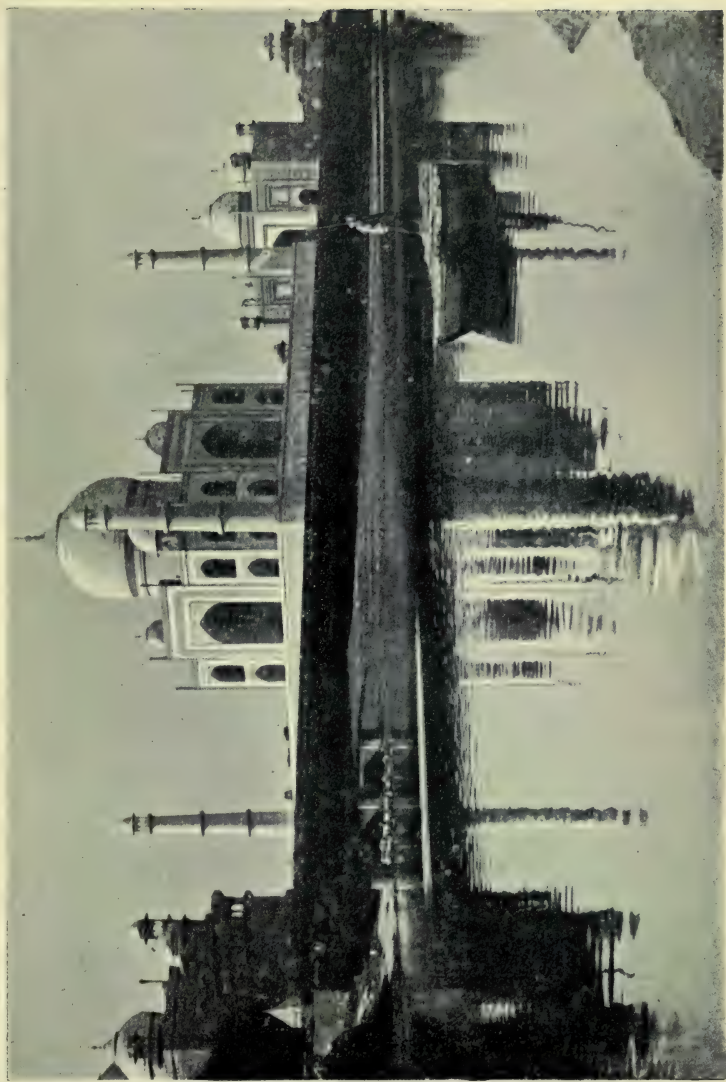
AGRA is for India a modern place. Delhi and Allahabad have comparatively long back histories. Agra was built by Akbar and his immediate successors, and the buildings were all constructed in the sixteenth and seventeenth centuries. All the world knows of the Taj Mahal, built by Shah Jahan in memory of Arjmand Banu, his favourite queen, known as Mumtaz Mahal, "Pride of the Palace." It is of Indo-Persian architecture and white marble, with black lines, scrolls and lettering, and the inlay of coloured precious stones, known as "pietra dura," has been exquisitely used for decoration. We saw it daily for five days in varied lights from sunrise to sunset, and each time the impression grew on us that it was a building nobly planned and perfectly carried out—the most sublime monument of human devotion in existence. The setting and amplitude of the surroundings are worthy of it. The small tomb on the left bank of the Jumna to Mirza Ghiyas Beg, grandfather of the lady of the Taj, is an even more perfect work than the Taj itself. Each feature of the marble screens and coloured inlay work is absolutely perfect, and the whole dainty tomb is the most pleasing and impressive grave in India. It was built by the Emperor Jahangir for the father of his wife, Nur Jahan. The Jami Musjid, a large mosque also built by Shah Jahan, adjoins the fort. It has three enormous domes of red sandstone, marked by bands of white marble and a noble courtyard of ample spacious-

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ness. The fort is an unrivalled collection of magnificent buildings, mostly built by Shah Jahan in the seventeenth century. The Moti Musjid or Pearl Mosque, Shish Mahal or Mirror Palace, and the Diwan-i-Khas or Hall of Private Audience are the most important.

These do not complete the attractive buildings of Agra, as Akbar's Tomb at Sikandra, of red sandstone and white marble, is a most wonderful structure. The approach is by a magnificent gateway, a monument by itself of red sandstone with marble and much elaborate patterning and four tall minarets at the corners. The approach gives scope for an impressive view of the mausoleum, the lower part of which is red sandstone. The fine terrace on the top, with its white marble lattice-work cloisters and cenotaph, where, it is said, the Koh-i-noor, on a beautiful pillar, was a constantly naturally-lighted guard, fitly completes the memorial of one of India's greatest rulers.

Fatepur-sikri, Akbar's abandoned capital, has such a multitude of fine structures that it would need many visits to carry away their various distinctions. The general impression is that nowhere in the world is there a group of buildings each so distinctive, not only in general design, but in detail. The gem is the Dargah or tomb of Sheikh Salem Chisti, one of six brothers, Persians, who all gave their lives to the religious service of India, and whose memory and burying-places are venerated equally by Mohammedans and Hindus. It has marble lattice-work screens all round and peculiar brackets supporting the roof. The doors are of solid ebony, with brass decoration, and the canopy over the tomb is inlaid with mother-of-pearl. The Diwan-i-Khas or Hall of Private Audience is full of original work, especially one circular corbelled pillar supporting the roof. There is a small canopied structure in a corner known as the "Guru's House," with remarkable struts of elaborate carved work under the architraves. In the mosque itself are some beautiful

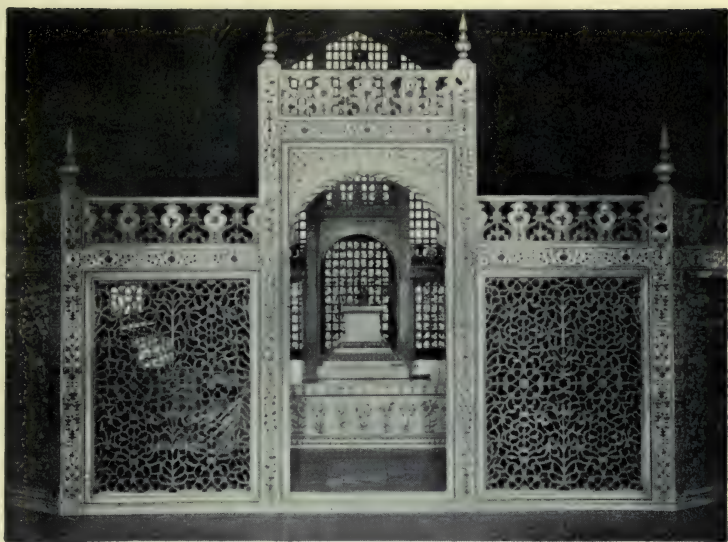


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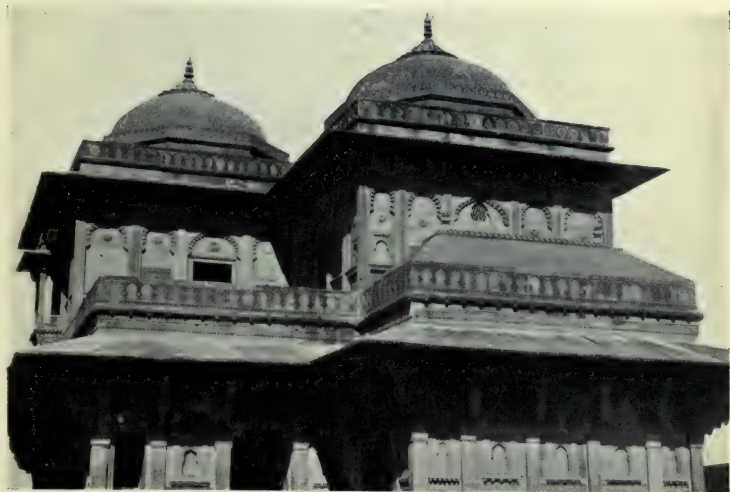
61—THE TAJ MAHAL, AGRA.



62—THE LADY OF THE TAJ MAHAL.



63—INTERIOR OF TAJ MAHAL.



64—BIRBAL'S HOUSE, FATEPUR SIKRI.



65—AKBAR'S TOMB, SIKANDRA, AGRA.



66—THE FORT AND PALACE, AGRA.



67—GATEWAY OF AKBAR'S TOMB, SIKANDRA.



68—JAMI MASJID, AGRA.



69—GATEWAY OF TAJ MAHAL.



70—QUADRANGLE OF DARGAH MOSQUE, FATEPUR SIKRI.



71—TOMB OF I'TIMAD U DOWLAH.



72—GATE OF VICTORY—INTERIOR, FATEPUR SIKRI.



73—SACRED BO TREE (SAID TO BE 2,200 YEARS OLD), ANARADHAPURA.



74—GURU PILLAR, HALL OF PRIVATE AUDIENCE, FATEPUR SIKRI.

Agra and its Neighbourhood

inlaid doorways beside the pulpit. The quadrangle round which these buildings are placed is approached by the Buland Darwaza or Gate of Victory, with a vast stairway outwards, increasing the impressiveness. Mr. Ferguson, the authority on Indian architecture, considers it "noble beyond that of any portal attached to any mosque in India, perhaps in the whole world."

The Palace of Birbal teems with beautifully carved work, externally and internally. Words of Victor Hugo have been applied to it, "If it were not the most minute of palaces, it was the most gigantic of jewel-cases."

Agra itself is a case full of jewels of architecture, only a few of which it has been possible to faintly describe.

Egypt, Syria, and Palestine.

AT the beginning of February, in lovely sunshine, we had our first view of the Red Sea, and saw nothing to warrant the name, as the waters were a vivid blue and the land when visible was yellow. The Canal is very featureless as compared with Panama, and generally seeing Suez, Ismalia, and Port Said after the East and Far East is an anti-climax, and does not give the usual impression described by travellers in the opposite direction.

Even the landing place is a disillusion, as Port Said under modern hygienic conditions has none of the characteristics of dirt, disorder, and untidiness one is led to expect. The journey to Cairo is at first alongside the Canal, and little of the productiveness, so evident on the delta lands between Cairo and Alexandria, is seen. Again, in Cairo, there is about Shepheard's Hotel an absence of the desert atmosphere and picturesque Arabs of many novels. It is modern of the modern, with bathroom suites and daily tea dances inside, and outside cars galore. We were not a day in Cairo till we had met accidentally several Glasgow friends, and, better still, we began to get home letters only a week old.

On seeing the river for the first time it was difficult to realise clearly how much it is and has always been to Egypt and to the Egyptians. The early Egyptian worship was of Nature and Nature's powers, and had that continued till now developments of the last forty years would only have placed the "RIVER" as

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more outstandingly the *fons et origo* of all the enormously increased production which have so benefited the fellaheen.

Neither in upper nor in lower Egypt is there rainfall to fully utilise the fertility of the land, and that want has now been supplied by an extensive irrigation system, which conserves excessive water supply until it can be yielded to supply deficiencies. Four great dams have for this purpose been built, that at Cairo being the oldest, opened after reconstruction in 1891 ; but there are two others, one at Assiout, opened in 1903, and another at Esnah, opened in 1909, besides the great dam at Assouan, the largest work of all, finally opened as it now exists in 1912. These, with improved drainage in the delta, are the real cause of the great prosperity in Egypt of recent years, and they have not yet attained their possibilities.

Cairo is young, as ages go in Egypt, not being yet one thousand years old ; its features are mosques and markets within, and tombs without the city. The most remarkable tombs are the pyramids. They look huge masses of rough masonry and there is nothing beautiful about them ; indeed, the whole impression of old Egyptian architecture is its gigantic scale and massiveness.

The rugged stones of the pyramids, we are told, were once covered by dressed granite slabs which have been largely used to build the mosques of Cairo, of which there are over three hundred. At the top of the second pyramid at Ghizeh enough of this casing has been left to show what was originally the condition generally.

The Sphinx, a huge figure, partly hewn from solid rock and partly masonry, with a human head and animal forebody, crouches pensively regarding the surrounding desert. Antiquarians consider this the oldest structure in Egypt, and it is surmised that costly investigation, by clearing the enveloping sand, might yield evidence that here have lain for seven thousand years the remains of

Egypt, Syria, and Palestine

the earliest rulers of Egypt. The smaller Sphinx at Memphis is much less damaged and consequently a more impressive figure, but the most interesting part of the tombs is the interiors, with graphic wall sculptures illustrating the lives of the occupants and their surroundings. This is well seen at Sakkara in the tombs of Ti, Ptahhotep, and Mera, about five thousand years old, as well as in the Serapeum, the mausoleum of the sacred bulls, of about half that age.

The tombs within Cairo of the Caliphs and Mamelukes are interesting only as mosque buildings of Saracenic style, and generally they have been little cared for and are in poor repair. The mosques at the citadel have a very fine situation, and in this flat country are visible far beyond the city; and conversely, the view from the southern rampart is the finest in Cairo. The mosque of Mehemet Ali, in which he is buried, is both outside and inside remarkably fine, while those of Mohammed Nasr and Suleiman Pasha are interesting, but without distinctive feature. Of the many others scattered through the city that of Sultan Hassan has fine proportions and a beautiful minaret, but it is in poor repair, as is Ibu Talun,

The University mosque, El-Azhar, is of quite extraordinary interest, being the largest Moslem teaching institution in the world. A vast area of floorage, with hundreds of pillars carrying its roof, is covered by little groups of students, each, with their teacher and individual as well as collective voices, make a noise that to western ears would be very disturbing, if not unbearable. There were many groups of older children among the adults, and instead of resenting the presence of unbelievers, these young followers of the prophet smiled pleasantly and used a few words of English to us.

The one place in Cairo where one unmistakably recognises the east is the mooski or bazaar, and there is nothing precisely like it either in Europe or Asia. A large area with mostly narrow lanes is densely occupied

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by tiny shops generally, though sometimes a minute entrance leads to extensive warehouses behind, and all are crowded by wares of every description. There is a rough classification, such as carpets, jewellery, and perfumes, each having its own district. There are also sections devoted to various countries, such as Algeria and the Sudan. It is recommended that the bazaars should be visited without dragoman, but we found that, if the right man was chosen and used only as a guide, he earned his pay by keeping off beggars and other would-be guides. The museums, Arabic as well as Egyptian, are well worth visiting. The lamps in the former and in the other the mummies, as well as other articles from the tombs, are unequalled elsewhere.

Early in our visit we strayed into the Esbekiya Gardens, near the opera house, and heard an excellent bagpipe band, evidently much appreciated, but the pipers turned out to be Gurkhas from India.

Recently there has been much exploration of remains between Memphis and Luxor, and great discoveries have been made, but we were content to go right south to the recognised centres of sights in Upper Egypt, Luxor, and Assouan. Here stood, four thousand years ago, one of the earliest and most extensive capitals of Upper Egypt. The temples on the east bank at Luxor and Karnak are magnificent ruins, while the Thebes side, on which the larger part of the city must have been placed, has both above and underground fascinatingly interesting human records of three to four thousand years ago. The Karnak ruins include an avenue of Sphinxes and an enormous gateway, while the great hall is a vast structure, with over one hundred massive pillars, and this is only the nucleus for innumerable subsidiary buildings. The Luxor temple, beautifully situated close to the river, right among the houses of the town, is much smaller, but its plan is more intelligible, aided as it has been by restoration. The fellow of the famous obelisk now in

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the Place de la Concorde in Paris stands here. We were fortunate in being able to see these two temples, not only by day, but by the light of the full moon, and the impression will not easily fade.

Two full days were spent in seeing the surface remains on the west side, Medinet Habu, Der-el-Bahari, Kurnah, the Rameseum, as well as the excavated tombs of the kings and queens in different valleys. We visited the recently-found tomb of the chief gardener to an early monarch, and found the coloured pictorial record of his life even more interesting than those of royalty. Adjoining the Medinet Habu Temple is the palace of Rameses III., the only dwelling-house of which we saw the remains, showing a living-place of over three thousand years ago. Weeks could easily be spent here instead of days. A sail by dahabiyeh on the river to see an orange grove and eat its produce right from the trees was a welcome relief from desert sand and dusty tombs.

Assouan is the only place we visited which could be called picturesque, with much vegetation and groves of palms and other trees set against bold, rocky headlands, and the river with many islands below the rapids, taking quick curves, becomes quite interesting. The only remains are the Rock Tombs on the eastern bank, two of which graves are of high court officials, with pictorial records of their lives. Elephantine Island has an interesting little museum, while Kitchener's Island, with its musical sakkieh, raising Nile water, demonstrates what fertility is in suitably watered mud.

Here are the granite quarries from which the huge blocks of buildings hundreds of miles away were cut and transported, and one obelisk of over one hundred feet in length lies unsevered in the quarry, from which its fellows were taken to see the outer world thousands of years ago. Here we had the opportunity of seeing genuine native life in a Bisharin village near the quarries. It did not strike us as very desirable.

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While we were in Egypt, Lord Allenby was at home on the mission which resulted in the abolition of the protectorate. If the Egyptians are wise, they will secure the continuance of the guidance which has done so much for their material benefit in the last forty years.

We arrived at Syria from the west, approaching in early morning the Gulf of Iskenderun, right in the north-east corner of the Mediterranean at the fort of Alexandrette, which is the nearest point to Aleppo. We did not get ashore as the stoppage was very brief, but it was entirely a modern town.

Sailing southwards we passed Latakiah, of tobacco fame, the modern form of Laodicea, and next called at Tripoli, with a really good harbour and many memorials of Phœnician times. The mountains of Lebanon were now well in view, with Jebel Makmel, of over 10,000 feet directly inland, and we landed shortly afterwards at Beyrout, a large seaport, with many Christian missionary institutions and with railway to Damascus, being the natural port for that city. We crossed the Lebanon range by a well-engineered road, passing many summer resorts for the dwellers in Beyrout and Damascus. The scenery is magnificent right over the mountains to Zahleh, where the road to Baalbec goes off across the plain.

These ruins of what was the marvel of its age, the Temple of Heliopolis—City of the Sun—are of all such structures in the east in the most perfect condition. There are four distinct buildings, the outer court in hexagonal form, the great court almost square, with many subsidiary and later structures in its area, particularly those of a Christian basilica. These were but the approaches to the great Temple of Jupiter or of the Sun, of which a colonnade is the most important survival. Last there is, on a lower level, the Temple of Bacchus, an independent building on which the sculptor's brain and chisel have lavished decoration, especially on its arched roof, and much of that remains. Some of the pillars are

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vast monoliths, and one end of the substructure of the Great Temple has enormous stones of such weight to move as would tax modern resources. This comparatively compact ruin was beautifully set among apricot groves in full bloom, giving a scene of great beauty.

The drive from Baalbec retraces to Zahleh, and then the way is again over the mountains, the Anti-Lebanon. For much of the way Mount Hermon affords a glorious view, snow-capped, and, though about 1,000 feet lower than Makmel, impressive from its being more isolated. The descent on Damascus is very beautiful, and the first impression of this, the most unquestionably Oriental city of the Near East, is a very favourable one. What a history if stones could speak. We know it has been a place of importance since Abraham's time; how much longer we cannot tell, and, in spite of the railway, it remains an avenue of commerce to Bagdad and Mecca by the primitive ship of the desert.

The situation is in a well-watered plain. The Abana rises in Anti-Lebanon, and runs through the city in good volume, carrying its benefits to the surrounding area, where blossoms and fruits of every kind are produced in abundance. The old Citadel is now occupied by French troops as a barrack. The Great Mosque was destroyed by fire about thirty years ago, but rebuilt promptly under Syrian direction by Syrian workmen, and the whole work is creditable to the present-day craftsman.

The bazaar is peculiar, being classified and largely roofed over. The wares show little originality. In a manufactory there was good modern brass ware being turned out and also marqueterie work in furniture. There is one handsome boulevard, the gift of a pasha, and on Saturday evening the population of about 300,000 was well represented there. The street, which is called "Straight," goes right through the bazaar and beyond, about a mile in all. Recently there has been literally "unearthed" a house which an archæologist declares to

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be that of the Ananias referred to in Acts ix. as having restored Paul's sight.

There is a most interesting old library, where we saw a manuscript book on paper, 1,500 years old, and many beautifully illuminated parchments. We had the privilege of seeing several Syrian dwelling-houses, beautifully decorated by *pietra dura* work on their marble walls, and in perfect condition though hundreds of years old. One of these had been occupied by Germans early in the war and they left the ballroom a perfect wreck.

The railway journey to Palestine begins with fine views of Hermon for some hours, then is featureless over the table-land of Bashan, but, about two hours before Semakh, enters the Yarmuk ravine with several cascades, and quite a remarkable engineering construction to reach the low level of Tiberias Lake, about seven hundred feet below the sea.

We left the train at the south end of the lake, and proceeded by a small launch to the town of Tiberias of Roman times, with walls enclosing the older part and a miniature bazaar. What is believed to be the site of Capernaum lies to the north and is in ruins, while on the opposite side of the lake is Gadara, and still Mount Hermon, in white-robed majesty, overlooks the landscape though over thirty miles distant. There is at Tiberias a most efficient medical mission of the United Free Church, with a Glasgow man at its head.

We had our first experience of Palestine roads in going via Kafr Kanna (Cana of the Gospel) to Nazareth, and they do credit to our nation, as, with one exception at Jericho in pre-war state, which just served to show the improvement, we had as good roads as any one could wish. Those through the towns and villages have not yet been brought up to the Public Works Department standard, but that will no doubt come. Nazareth has a most beautiful situation on the hill-side and is a fertile spot. Here we first meet the nominally Christian

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factions striving for possession of dubious sites of events of the Saviour's life and the gaudy equipment of these places. Protestants have taken little part in this scramble, but have contented themselves with recognition that the whole country where Christ spent his earthly life is holy ground.

The view from the hill above Nazareth commands a large part of Palestine, including Mount Tabor of the transfiguration, the great plain of Esdraelon and Mount Carmel. Our road to Jerusalem was by Jenin (Engannim of Joshua xix.). Here we rested for lunch by the roadside, with a perfect carpet of wild flowers, a crimson anemone and cyclamens being the most prominent. We were literally "going up to Jerusalem," though the usual route of tourists is the reverse. Through Bireh, with Bethel about three miles off, to Ramah Gibeah and Nob, we entered Jerusalem from Mount Scopus by the Damascus gate and breathed the air of the Holy City.

There are two classes of sights here, specific places which are at the best possibilities and general localities which are certainly places with which our Saviour was familiar in His daily life. We did the round of the former class with hesitation and sometimes with revulsion at the impudent humbug practised, but such places as the Mount of Olives, Bethany, Bethlehem, Jericho, and Jordan were of surprising interest and great helpfulness by defining the mental picture of the environment of our Lord's life. We saw the husbandmen at work exactly as described in Christ's parables, the shepherd on the hills always with sheep and goats. The temple has disappeared, but traffickers abounded in the precincts of the reputed sacred places.

We were unfortunate enough to be in Jerusalem simultaneously with several hundred tourists from the United States, and, in spite of our efforts to avoid the crowds going round, met them several times, and

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certainly the experience must have been very distasteful to most of these good people. There was a satisfaction in knowing that our own Scottish churches have confined themselves to bodily help in medical missions and training of the young in schools, and have no part in the ownership of dubious shrines.

It is a wonderful land of hills and valleys. Even in March there were signs of its extraordinary productiveness. The flocks and herds have increased under the security of British rule, and the natives appreciate the beneficence of our presence diffusing justice and equity. The variety of races there makes a strong and determined rule necessary.

The Ægean, Bosphorus, and Levant.

IN perfect weather, and with Alexandria, of dirty and ill-paved streets, looking very attractive in the afternoon sun, we set out for the classic isles and mountains of Greece. Two days brought us to Candia or Crete, and after three calls on the north side of this picturesque island, we headed for the Piræus, with rather a pitchy sea, which prolonged our journey by a day.

From Piræus we drove along Phaleron Bay to the city of the Violet Crown. We arrived on the Carnival Sunday and saw Athens in holiday garb, with great crowds of good-natured citizens and country visitors. The first impression is of clean, white marble, unlike any other city; even Aberdeen is grey comparatively.

We approached by University Street of ample width, with the library, university, and academy gleaming white along its eastern side; Lycobetti Hill behind and the Acropolis Hill with its wonderful ruins in front, and it made a noble picture, of which the impression will always remain. The city has a series of surrounding hills—Hymettus, Parnes, and Pentelicon. Here we realised, after over a year among populations of whom Europeans were only a trifling percentage, that we were again with people like ourselves. Faces and figures, as well as clothing, were like our own. The shops were for everyone, not for the foreigners.

While the Acropolis is the principal interest, there are remains of ancient buildings scattered all over the city. The Temple of Jupiter shows the outlines of what

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must have been a handsome pile, and in its portico are the best examples remaining of Corinthian pillars. The stadion has only fragmentary old parts, and looks entirely modern and it cannot be called beautiful. The Arch of Hadrian was placed to divide the old Greek city from the new Roman part. The most complete ancient building in Athens is the Temple of Theseus, and it is in wonderful preservation after having withstood tempest and earthquake for two thousand years. The Mars Hill has few remains, and may be the identical spot from which St. Paul addressed the Athenians, as recorded in the New Testament.

There are other buildings of interest, such as the Tower of the Winds, the monument of Lysicrates, and the Stoa of Hadrian, but the Acropolis contains what absorbs attention and can bear several visits. There is as base for these buildings a natural rocky platform or citadel; this has been strengthened by buttresses on the less precipitous sides. A gate and stairway leads to the small Temple of Athena Nike and the Propylæa, both beautiful even as ruins, of Pentelic marble, the temple with Ionic and the porticoes with Doric columns. These form the entrance way and lead to an upper platform, around which the great classic buildings of the Parthenon, the Erechtheion, and what remains of the Temple of Athena Nike are grouped. The outline of the Parthenon is familiar all the world over, but its friezes and pediments are more difficult to see, as they are partly in the Acropolis Museum, the British Museum, and in the original position. Some day, it is to be hoped, these will be restored and replaced. On the Erechtheion the portico of the Maidens is remarkably complete, two of the figures having been restored. The Acropolis Museum, as well as the National Archæological Museum, have each very valuable collections of great interest. There is no gallery of paintings, either ancient or modern, in Athens.

The palace is quite a modern building, with garden

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open to the public, and stands at the high end of Constitution Square. We saw with interest members of the Evzon Regiment, which forms the royal bodyguard, handsome looking men in as curious a dress to us as our kilts must look to them—white tights and stockings, gartered and a drooping tassel, with a white frilled shirt like a ballet dancer's, dark blue jacket, red nightcap with a black tassel, and curious clumsy slippers, with a lump of woolly black stuff on the toes. The townspeople, men and women, do not suggest a race which gave models for the old statuary, but in the country districts we saw many fine figures and beautiful faces of men and women, and the children especially gave promise of a handsome race.

We visited Eleusis and Corinth, each of which has extensive remains of temples. The roads were bad beyond all believing. We passed Megara, once an important place, and famous yet for its dancers and their annual festival of dancing. On the way to Corinth, which is the great currant-growing district of Greece, the name of which fruit is said to be a corruption of the place name, we had glorious views of snow-clad mountains, particularly Parnassus and Helicon, which overlook Delphi.

Leaving the Piræus for Salonica, we, for a whole day, looked on Pelion, Ossa, and Olympus, and these snow-clad monarchs looked quite as worthy of being sung as did the isles of Greece, which during the ensuing days charmed our eyes. We passed eastwards towards the Dardanelles, north of Lemnos and south of Imbros, and entered the passage so full of interest now to all Britons, but especially to the friends of the Scottish West Country Territorials as the burial place of many.

Cape Helles came first, with several wrecks still there. The *River Clyde*, we are told, has now been removed. Then Achi Baba, Gallipoli, Lampaski, and Chanak. From the steamer many graveyards, with modest head-boards,

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were visible. Suvla Bay was hidden by the peninsula. We crossed the Sea of Marmora overnight, and approached Constantinople in a glorious sunrise, with its mosques and minarets brilliantly visible through an early morning haze, and at once we succumbed to its charm. Approaching, we clearly saw the three cities of which it is formed. On the left Stamboul; then the narrowing waters of the Golden Horn, Pera and Galata, respectively on the hill and on the water, are on the left bank of the Bosphorus; and on the right is Scutari (pronounced Scoot-ah-ree). What is the charm of the place? It bears ill any kind of analysis. What are the mosques when you pick them to pieces? Ungainly bodies externally very much alike, with a varying number of slender needle-like spires again very much alike, except that some of them seem to spring from the parent building and others are on their own.

We had been looking from the water said to be the ideal way to Constantinople. We landed and explored the streets to find them dirty and irregular, sometimes with side walks of a kind, sometimes without. Part of the water supply of Stamboul is from underground cisterns, which are really built reservoirs, and one of these, Yere Batan, has been lit by electricity, so that, with a boat, it is possible to see the structure with its hundreds of pillars. We saw the principal mosques in detail. St. Sophia is less gaudy than St. Peter's, Rome, but crowded with distractions, and does not feel like a place of worship. We Christians may learn from the Turk's devoutness. He is intensely religious, and has implicit belief in and obeys to the utmost of his ability the rules for life laid down in the Koran. The Hippodrome Square is a delightful relief to the eye in its greenness, and is a resting-place in the noisy city. We saw in being that which last century symbolised to westerns the Ottoman Empire, and was referred to with great respect as "The Sublime Porte," and if the Turkish Government, to which it formed the

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material access, is in no better repair, its condition is poor indeed.

There are in Stamboul remains of the walls, especially along the banks of the Sea of Marmora, but these have been allowed to fall into disrepair, and what remains has the anachronism of a railway along its inner side. The Bazaar is attractive and characteristic, largely roofed over. The wares, after the East and Far East, were generally not distinctive. Our day in the city concluded by a visit to the park, where are the museum in the Old Seraglio, the Bagdad Kiosk, and specially the best view-point of the whole city at the end of Stamboul, which overlooks Pera, the Bosphorus, and Scutari.

There are here an extraordinary mixture of nationalities ; normally Turk, Greek, Armenian, and Jew, the war has brought Russians in large numbers, and the Armistice has put British, French, and Italian soldiers in occupation, our own taking the lead. It will be a misfortune for Turkey if the Indian and labour outcry against our military occupation causes withdrawal, and the demand shows an entire misapprehension of the position. Tommy is not an aggressive, conquering hero, but a living example of clean, active work and orderliness, and the population has discovered him and appreciate his influence. He is like a London policeman dealing with the traffic problem as compared with the chaos which would ensue were he withdrawn. It was not possible for a stranger to distinguish the nationalities with certainty, but the impression conveyed was that the Turk here is not the placid and passive person we conceive him to be. He gesticulates freely and disputes zealously. In street and market constantly we saw what looked like the beginning of a fight in raised voices and combative attitude, but just when one expected action the crisis passed over.

After a full day ashore, we returned to our ship anchored off the Custom House at Galata, and here saw

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another aspect of the city, the sun setting over the park at Stamboul and the Sea of Marmora beyond, with a wonderful effect of an orange into crimson horizon, a rich, dark blue sky, and the pale half moon overhead. Next morning we went by launch up the Bosphorus to the Black Sea; again the colour description was inaccurate, as it was decidedly blue. From the water we saw Dolma Bagtch, the present palace of the Sultan, Ortakuey and Bebek, where the local tram-line finishes. Here the Robert College, a large group of buildings, with fine grounds and endowment for the teaching of English, occupies a prominent situation. Then comes a curious fortress with bold towers and massive walls, Rumeli Hissar, with, on the opposite side, a modern castle, Anadolu Hissar, of which the gateway is considered a remarkably fine example of wrought-iron work. Beyond are a succession of summer resorts, of which the largest is Therapia, almost at the entrance of the Black Sea.

We returned in mid-stream, seeing well the Asiatic or Scutari side, then passed under the Galata Bridges to the Golden Horn, a historic water which is really a small tongue dividing, until it terminates at Eyoub, Stamboul from Galata. On the Galata side are the Turkish navy buildings, and the remains of the navy are afloat there. Beside these relics lie dilapidated vessels of all shapes and forms, some very like old Clyde steamers. The Horn is the harbour for all small trading craft, sailers or with motor auxiliary, and they are mostly picturesque and very varied in build and rig. We landed at Eyoub, called after the Prophet's standard-bearer who fell and was buried there. It is the quiet resting-place of many generations of the best of Turkey's rulers. The outer courtyard has a canopy of great plane trees and a large fountain in its centre. The inner courtyard has beautiful blue tiling, while the mosque itself is of interest as being visited annually by the Sultan to have girded on him the sword of Osman.

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The view of Constantinople on returning to the Galata bridge is extraordinarily fine, and sailing once more down the Marmora, past Yedi Coule and the seven towers, we looked to the last on this great historic city and thought, *Sic transit gloria mundi*.

The Levant is a loose name for the north-eastern end of the Mediterranean, and generally is held to include the west and south sides of Asia Minor, with the island fringe, Cyprus and the Syrian Coast. There is a perfect jumble of nationalities in these parts. Smyrna is Greek, but uses Turkish money; Wathy (Samos) is purely Greek; Rhodes is Italian; Adalia when we were there was Kemalist; Mersina, now Turkish, was French in 1921; and the Syrian ports, Alexandrette, Tripoli, and Beyrout, are French. The war is still unfinished (March, 1922) in this quarter, and it needs decided concentration by the Allies to enforce the settlements of the Paris Conference. The combatants would welcome such action.

After leaving the Dardanelles, we called at Mityleni, and landed at Smyrna to see the city of carpets and figs. It has narrow streets and an interesting bazaar. There is an old fort on an overlooking hill and remains of extensive aqueducts. There are well-spread-out modern suburbs and an air of general prosperity. Wathy is extremely modern and clean, with good roads, which compare favourably with those of Attica around Athens. The people—men, women, and children—are a fine race, and walking through the town to a ruined fort on an eminence behind it, we had nothing but courtesy and good will.

Rhodes, our next stopping-place, is full of interest; its walls and battlements are remarkably complete. There are many relics of the times when Venice was mistress of the Mediterranean. The Rue de Chevaliers is like old parts of Edinburgh, evidently the town mansions of the nobles of an earlier time. There is quite a quaint bazaar and a Jewish quarter, which is remarkably clean.

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At Adalia we were not allowed to land. A day or two before there had been a fanatical attack by Moslems on the graveyards of the French soldiers, when all crosses were destroyed.

Mersina, the last port eastwards in Asia Minor, is quite near to Tarsus of St. Paul, and from here a railway connects at Adana with that to Bagdad, presently without a train service.

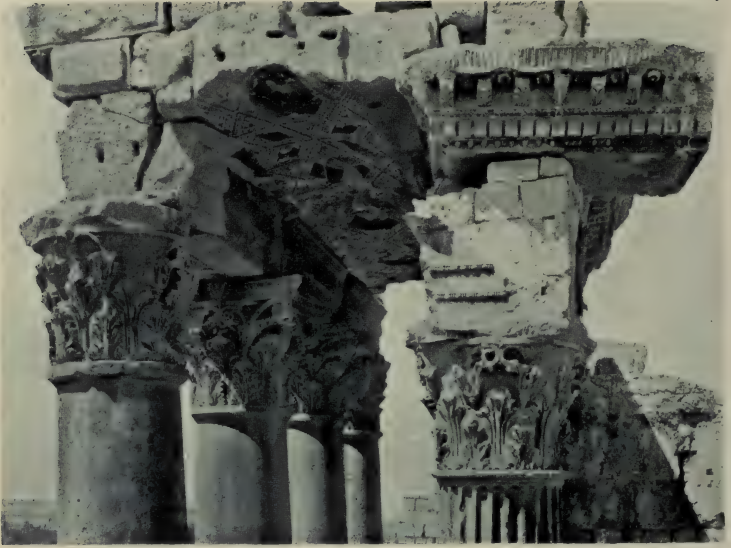
The Levant on the sea and the Balkans on land run each other closely as to which has given more sleepless nights to European Statesmen.



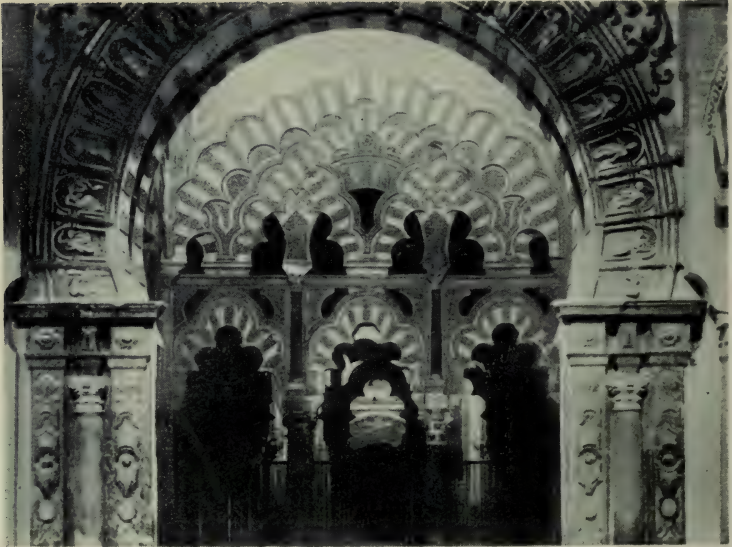
75—TEMPLE OF JUPITER, CORINTH, GREECE.



76—MARKET PLACE, CASABLANCA, MOROCCO.



77.—CORNICE, TEMPLE OF BACCHUS, BAALBEC, SYRIA.



78.—INTERIOR OF VILLA VICIOSA CHAPEL, CORDOVA, SPAIN.

The Barbary Coast and Iberian Peninsula.

THE eastern end of the Mediterranean had already been visited, the scene of Europe's earliest civilisation, where Phœnicians, Greek, Roman, and Turk had in turn the ascendancy, and now we proceeded to the western end, where Romans, Moors, and Spaniards were the rivals. The voyage was without feature, except that our steamer made a little detour to show us Stromboli in slight eruption, and the last day down the south-east coast of Spain we had fine views of its bold outline.

We landed in Gibraltar early in April to find abundant blossoms in gardens as well as growing wild, and the atmosphere distinctly cooler than at the east-end of the great inland sea, but incessant sunshine. A day or two sufficed to see the very limited surroundings of "the Rock," exploring the galleries and driving round the coast so far as military considerations permitted that to civilians. Sentiment is the main influence in continuing to hold this British outpost. It and the neighbourhood, Trafalgar Bay being just round the corner, have glorious associations, but even as a fuel supply and repairing station it has little military value. Our record as holders of such slight possessions as we do have in this "sea between" the continents is a recent one, but the history of successive dominations in this world's fairway, of which the records are the oldest in the history of navigation, is a fascinating one. Phœnicians, Romans, and Moors have each in succession played their part, and it is barely

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a century since a large part of the area was freed from the lawless hordes of pirates, who, with Algiers as their base, worked their will on merchant shipping of all nationalities.

We found it possible to proceed by a British ship with a Moorish name, *Gibel* (pronounced Jeebel) *Sarsar*, or *Mount Starling*, from Gibraltar to Tangiers and Casablanca, in Morocco, and later to Oran and Algiers, ports in Algeria. The hour or two of dividing sea brings one to an entirely different environment. Tangiers and Gibraltar are in violent contrast, but even the less than a mile between Gibraltar and Spain completely changes the surroundings. Cricket and football are replaced by the bull-ring and the casino, and these are only indications of the different outlook on life. The activity and smartness of a British military station is replaced by an atmosphere of leisure and the reign of *manana* (to-morrow) which pervades Spain.

We landed at Tangiers, where the ways are narrow, steep, and crooked, and followed the usual procedure of tourists by mounting sure-footed donkeys accustomed to the slippery cobbles. A market was being held and picturesque figures wearing brilliant colours were all around. Vegetables and fruits were brought in by the country people, also some live-stock, and they carried back clothing and household utensils. Tangiers has lately become a summer resort, with villas on the higher ground and sandy bathing beaches along the coast.

Casablanca is more decidedly African, being on sand and flat, and evidently with better inland communication, giving it much more importance as a port of outlet for the productions of the interior and inlet for the commodities of the outer world required by the community. There were Easter holidays, or their Moorish equivalent, being held, and our steamer was crowded far beyond her sleeping accommodation. The variety of races and the babel of tongues made an interesting journey. There, again, we saw a market on a more extensive scale and indications of a

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larger and farther drawn population. Rabat and Fez must be extraordinarily interesting places to visit, and are obviously the centres of a productive and prosperous country.

Good Friday would ordinarily have been the day for our steamer to return to Gibraltar, but the officers and crew decided to arrange so as to arrive the day before and leave the day after for Algeria, making our first call there at Oran (pronounced O-ran) the following day. This is a quite modern town, and was *en fête* for the arrival of the French President a day later. The port has a large traffic in copper ore and in wines, being accessible to a country of large, well-cultivated vineyards mostly held by Spaniards.

Again, on reaching Algiers we found the whole place decorated for the President's visit. The bay is outstanding, even among the many lovely spots on the Mediterranean, comparing with Naples and Palermo. The city is mostly of modern construction, and the style of buildings resembles Paris, but the Kasbah or Moorish quarter is a place apart of narrow passages and foul odours, with old city walls and many curious doorways. There are two noticeable mosques, Sidi Abder Rahman and Djama-el-Kebir. There is a considerable carpet industry and also some characteristic embroideries. Algiers has a very mixed population—French, Spanish, Turks, Jews, Moors, and Kabyles—and the city is thoroughly cosmopolitan. Women wear the latest Parisian fashion, and a large proportion of the men are in uniforms. The troops in evidence are largely Zouaves and Spahis, and they wear brilliantly-coloured clothing. We happened to meet the arriving President and his escort near the gate of the Summer Palace at Mustapha Superieur, a residential suburb, and it was a most brilliant scene, but without the enthusiastic and vociferous crowd which such an occasion produces in Britain or her possessions.

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The surroundings of Algiers are very attractive, being undulating or even mountainous. Bouzariah is a viewpoint commanding the city and its main suburbs, with Cape Matifou to the east and westwards Sidi-Ferruch, where a landing of French troops was effected in 1832, making the beginning of the tenure which has resulted so satisfactorily for the country and its people. Farther afield there is some beautiful country, Blidah and the Gorges of Chiffa, a haunt of monkeys, which we visited by a good motoring road.

By a long drive through most thoroughly cultivated grape-growing country we were able to get right into the Kabyle mountain country, visiting Fort National and Michelet. The natives are of quite a pale complexion for Africans, and are a hardy and industrious race. We motored back the same day, spending the night at Tizi-ouzou, connected by railway with Algiers and Constantine.

On returning to Gibraltar after this glimpse of the Barbary coast, we set out to see Spain by motoring to Cadiz, an important and interesting seaport of narrow streets, placed on a tongue of land pointing northwards, with the sea on three of its sides. The road goes past Algeciras and Tarifa through beautiful and fertile country, and for the last few miles has curious pyramid-form piles of salt, recovered from sea-marshes by evaporation.

We passed on to Seville, and there saw ten minutes of our first and last bull-fight. The cathedral is a most interesting Gothic building, with fine organs, stained-glass windows and carved wood-work, and the adjoining Giralda Tower, Moorish work, easily climbed to the top by a continuous inclined plane winding up its inside, is quite a unique building. It has an enormous vane, perfectly balanced, and commands a splendid view of the surrounding country. The Alcazar, or Moorish Palace, is similar to the Alhambra on a smaller scale, but the garden here is much finer than anything at Granada.

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A few miles out at Italica there is a Roman amphitheatre in good preservation. It is evident that Seville has greatly prospered during the war. The Delicias, a small park in the centre of the city, was supposed to be the rendezvous of fashion only a few years ago, but now that has changed to the new Spanish-American Exhibition buildings and the Avenida Reina Victoria, and instead of a promenade or drive for carriages it is now in the afternoon crowded by expensive motor-cars. There are many quaint, narrow streets in Seville, and the favoured shopping-place is the Sierpes, a paved way without vehicles, in the afternoon crowded by the people, among whom are many ladies in elaborate high comb and mantilla and men in Andalusian headgear, with bright belt under a short jacket.

We passed via Badajoz (pronounced Badahos) to Portugal, arriving in Lisbon, which is largely a modern city and easily seen in one day. The most interesting building is St. Geronimo Cathedral and Monastery, of which the cloisters are the most characteristic feature.

Lisbon is rapidly spreading out, and, as in Spain, there is much new building. A large Avenida de Republique has been begun, and it was expected to become the main shopping centre, but as yet the three old ruas—Aurea, Garrett, and Carmo—hold place. We saw a very interesting exhibition of old carriages, coaches, and harness, mainly from the royal stables. A collection of the present-day harness would be interesting as a revelation of the resourcefulness of the Portuguese "jarvey." The reign of the motor is not so advanced in Portugal as in Spain, and the traction is still very generally by donkeys, mules, and bullocks. We did not see a bull-fight in Portugal, but were repeatedly informed that it was a much less brutal spectacle than across the border. Lisbon has an easy access to desirable suburbs, by sea as well as on land.

We spent agreeably a few days at Mont Estoril (Sterile

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Mountain), described as the "Portuguese Riviera," on the Atlantic seaboard, less than an hour by rail from Lisbon. The adoption of the French and Italian name challenges comparison. Certainly early in May there was brilliant sunshine and enough warmth some days to sit on the beach, but the very name of the place is a contradiction. The Mediterranean resort is one of the most fertile places of the earth, with luxurious growths of trees, shrubs, and flowers. The Portuguese place is so remarkable for sterility that it is so named. A great scheme was begun before the war to have a huge hotel, and it is now built; a casino on a large scale, the building of which has been suspended; and an extensive garden, and that is in existence and being maintained, while a maze of roadways and a tree-planting scheme are still requiring considerable outlay for completion. Cascaes (pronounced Cashkize) adjoins Mont Estoril, and is at present the terminus of the railway, which has small watering-places at the numerous stoppages from Lisbon outwards. So far as an outsider can judge, the support of this scheme, necessary to make it a successful venture, will need to come from the Portuguese themselves, as there cannot be the easy accessibility to Spaniards and farther afield Europeans, which would bring them to Estoril in sufficiently large numbers to ensure success.

Cintra, an inland and elevated summer resort, which was much favoured by the royal family, has its own railway direct from Lisbon. It can also be reached by road from Estoril, and an interesting day was spent there seeing in the town itself the Maria Pia Palace, and on the top of the overlooking hill the Palaza Pena (pronounced Penna), a quaint building, with a lot of strange Moorish defensive buildings also on surrounding hill-tops. Here the ex-king and his mother were living in 1910 when the revolution occurred, and the place remains as they then left it.

On the coast, a few miles north of Cascaes, is first Cabo

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Raso, with a lighthouse and siren, and a little farther on Cabo de Roca, the westmost point of Europe. Leaving Portugal to return to Spain for some hours the route is along the right bank of the Tagus, through a very productive country. The journey from the one capital to the other occupies sixteen hours for the same distance as separates Edinburgh from London, and that is in a three days each week *de luxe* express train at a heavy extra charge. The track is rough and the plant in poor repair. All we could say is that this journey was less uncomfortable than from Seville to Lisbon.

Madrid is a city well advanced in the rebuilding. There is little actually within the city which is not extremely modern. Apparently the war has greatly benefited the people of Spain, and the capital shows every sign of much wealth—luxurious houses lavishly furnished, the most expensive motor-cars, and a gay community which turns night into day. There are several readily accessible parks, which were, in the month of May, full of blossoming trees. The Royal Palace, a most extensive, but as commonplace a building as our own royalties inhabit, is right in the heart of the city. An interesting armoury and the royal chapel are well worth a visit. The zenith of Spain's power occurred when mail-coats and steel-blades were also in their greatest state of perfection. The wealth of the Romish Church and the liberality of her supporters are demonstrated in the limited but valuable collection of vessels and vestments shown in the treasury of the chapel.

Though the capital has little of historical interest, there are two most important national monument centres within easy reach, Toledo and the Escorial. Toledo is quite the most ancient city of Spain, with a history of over 2,000 years. It has a commanding situation, and in old days, with the natural protection of the river Tagus on three sides and the walls and gates, of which there are extensive remains, must have been

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quite a formidable fortress. This may be the reason it was so frequently the subject of attacks and sieges. Romans, Goths, Vandals, Moors and Spaniards in turn fought for and against it, but still the destroyers' hands were stayed and many old buildings remain. Its situation on elevated ground, with the loop of the river cutting it off, is most impressive. That and the walls, with several gates, the bridge in the foreground, with the cathedral and Alcazar on the sky line, make it the most picturesque view of a city we found in Spain. The cathedral is externally a magnificent Gothic building, with a fine spire, as well as a large dome, while the interior will bear comparison with any ecclesiastical building in the world, and is well worthy of being Spain's national church. The choir has beautiful carved walnut stalls and screens of marble and agate. The Sagrario Chapel is one of the richest storehouses in the world, containing priceless pictures, magnificent vessels and caskets, with wonderful jewels and vestments of incredible richness, all showing the enormous wealth of the Roman Catholic Church in Spain. There are eight doorways, each of extraordinary elaborate sculpture and wood-carving. Spain may well be proud of her Metropolitan church.

The Escorial is a unique building, sometimes described as the eighth wonder of the world. It covers an area of over 50,000 square yards, and includes a palace, a church, a monastery, a library, and a mausoleum in one scheme, the last-named being the most gorgeous of its kind in existence. The buildings are filled with art treasures, among which the tapestries are outstanding.

The Casita del Principe, built about one hundred and fifty years ago, forms a lodge from which the great building is approached by a long avenue. It was a living palace, but at the same time a museum of the finest artistic work of its time, mainly oil paintings, frescoes, ivory reliefs, and porcelains.

Cordova is also of great antiquity, and has its main

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interest to visitors in easy compass. The mosque has little outward show, but its interior presents as remarkable a building as any in the world. An enormous area, densely covered by columns bearing horse-shoe arches a vast Moslem temple, has planted right in its centre a Gothic Christian church of handsome proportions, and, instead of complete enclosing walls, the church is open all round towards the mosque buildings, and this outrageous conception has been so carried out that the result is not displeasing. In the mosque there are some wonderful mosaics in splendid preservation, especially in three chapels of the Mihrab, while in the cathedral the reredos of bronze and jasper and the carved stalls are notable. The view of the Moorish bridge, and of the city and Calahorra, from the far side of the Guadalquivir are, especially at sunset, very fine.

We passed on to Malaga, an important seaport with little of historical interest. The profuse vegetation, largely tropical, and general fertility show what a rich country Spain is. Many great orange groves, their blossoms just over, are in the neighbourhood, and at the time of our visit the pomegranates were in their full bloom of a rich, clear, blood red—a glorious sight. Malaga is a place of beautiful residences and lovely gardens, mostly skirting the sea. At present it is a railway terminus and little visited by tourists, but next year (1923) a railway direct to Granada is to be opened for traffic. We had to detour about seven hours, again through this veritable garden of Spain, succeeded by some arid valleys back into the well-watered valley of the Darro, to the old Moorish capital, the great centre of interest in which is the world-famous Alhambra.

Granada stands nearly 3,000 feet above the sea, and all the year round has a good climate. From the hill on which the Alhambra is placed, a magnificent view is had of the Sierra Nevada with snow-clad mountains, and of a great fertile plain. The main features of the group

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of buildings known as the Alhambra are, the elaborate detail of the ornamentation and the richness of the colouring. The most beautiful parts are the Court of the Lions, Court of the Fishpond, the Halls of the Ambassadors, Justice, and the baths. The Generalife is a summer residence, with beautiful gardens and fine views. The cathedral is of no great interest compared with the Capilla Real, in which lie the greatest Spanish king and queen—Ferdinand and Isabella. The Church of the Cartuja, founded in 1516 by the “Gran Capitan,” Granada’s hero, Gonzalo Hernandez de Aguilar, is an extraordinary building. Of highly-coloured marbles, with the most wonderful inlaid work ever seen, ebony, cedar, mother-of-pearl, and tortoise-shell in profusion; such materials and workmanship as one would expect in a tiny cabinet, but spread into a good-sized church. The impression is a dazzling one and again unique, but purposeless, and one says, “Wherefore this waste?”

We stopped at Ronda on our way back to Gibraltar, our starting-point. It is in a most romantic situation, right on the edge of a cliff pierced by a gorge, the two portions connected by a bridge spanning the gorge, with two earlier bridges, one Moorish and the other Roman, far below. From the terrace there is a magnificent and wonderful prospect.

There is room for much improvement in hotels, specially in sanitary matters, and the railways are by no means ideal, but when these deficiencies are remedied it will be a less interesting Spain, as inevitably other less acceptable modernisations will also come along.

XXVIII.

Geographical Facts and Fictions.

WE had many unexpected experiences as regards temperatures, as changes of latitude are by no means the only cause producing these. Beginning our wanderings by the voyage from Liverpool, *via* the northern passage of Newfoundland to Montreal, in August, we had extremely cold weather for a day before entering the Straits of Belle Isle and even going up the St. Lawrence almost to Quebec, but between that and Montreal we had full summer heat, and on arrival there the men were mostly in whites and women in the lightest of muslins. When within the tropics, at Jamaica and also in Asia, each thousand feet above the sea make a decided difference, and at 4,000 to 6,000 feet up warmer clothing was a necessity.

Great mountain ranges such as the Rockies, the Andes, and Himalayas affect the temperatures far beyond their actual location. The last-named makes for the north of India, though well within the temperate zone, a tropical temperature. In Bolivia, at La Paz, we lived at an altitude of 12,000 feet, and found it necessary to do as the residents there do, walk slowly to avoid any strain on the heart. When the sun was up there was no want of warmth, but at sunset the temperature got below freezing-point, and even indoors some heating was required. We crossed the Andes several times at over 15,000 feet without any physical inconvenience, and we sailed overnight from Bolivia to Peru on Lake Titicaca, the highest navigable water in the world, 12,000 feet

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above the sea, without any unusual sensation. In contrast later on, we crossed the Sea of Tiberias, 680 feet below sea-level, and the Jordan and Dead Sea are at a still lower level, the latter 1,300 feet. At Darjeeling we were about 7,000 feet above sea-level, but from near there we looked on Kinchinjanga, 28,178 feet, and Mount Everest, 29,002 feet high. |

The Spaniards were responsible for much of the nomenclature in the Americas. There are Spanish names of places right along the Pacific coast, from Vancouver Island to the south of Chile. Some interesting inaccuracies were observed. Rio de Janeiro (river of January) has no river. The Argentine and its main river, the La Plata (both meaning silver), have not and never had any silver. The outstanding misnomer of the Spaniards is, of course, the Pacific Ocean, that place of hurricanes and typhoons. But the Spaniards are not alone. In New Zealand the Bay of Plenty is a place of poor crops and scanty pastures, while the Bay of Poverty is fine land and richly fertile. The richest of the Malay States is Perak, meaning silver. Its main product is tin, which was mistaken for the more valuable metal.

The distribution of the winds seriously affects the temperature as well as the rainfall, especially among islands. For instance, in Java, at the eastern end of the island, in the month of July we had fine mornings and forenoons, but rain regularly each afternoon, while at the western end of the island the weather was continuously fine. Britain is not the only place where temperatures are uncertain. We crossed the equator six times, and two of these times the temperature was decidedly cool, by no means tropical. San Francisco we visited twice : in early November with delightful and clear summer weather, late in June with cold fogs and sunless sky.

South America is geographically a most unusual formation. It has, about one hundred miles from the coast along its western side, the largest mountain range

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in the world. This causes the extraordinary shape of Chile, over two thousand miles long and about one hundred miles broad. On the eastern side of the Andes, in Bolivia and Peru, the streams flowing eastwards were the head-waters of the Amazon, and ran a course of five thousand miles before reaching the Atlantic.

There are many widely-spread misconceptions as to geographical locations: one of the most prevalent of these is that Honolulu is an island in the South Seas, whereas it is the largest town of the Hawaiian Islands, an American territory north of the equator, nearly on the Tropic of Cancer, and situated on Oahu Island, one of the smaller islands of the eight which form the group. Possibly the change of name from Sandwich Islands, made about twenty years ago, when the United States took over the islands, has caused this misconception. One of the most striking facts we had impressed upon us was the accurate geographic knowledge which was common in China, when Europe upon such matters was in the Dark Ages.

XXIX.

The Inner Man—Food.

THE European traveller finds a strongly cosmopolitan tendency throughout the world, on steamers, and in hotels, but even that has a local modification from the supplies available and the practices of the inhabitants. Where Latins and Teutons were the original settlers, light breakfast, early and formidable lunch, of which *hors d'œuvres* are an important part (in South America it amounted to a good cold lunch), and late dinner or supper, sometimes as late as nine o'clock, prevails, while in Anglo-Saxon Colonies, British ways are customary. As a breakfast dish, North America has adopted and even improved on the Scottish porridge habit, now much less prevalent at home than it was fifty years ago. It is varied in America under the term "cereals," and that, along with fruit, is the introduction to the Anglo-Saxon breakfast—a substantial meal, followed by a light lunch (in some hot climates omitted), afternoon tea (a growing habit), and dinner follows as evening meal.

Hindus, much the larger proportion of the population of India, by religion are vegetarians, and generally in the east animal food is much less used than among westerns. Cooked rice, boiled or steamed, really forms the staple food of the natives throughout Asia and even, among the foreign populations there, is largely used. It replaces potatoes not only with curries, frequently vegetarian, which appear so largely in eastern menus, but in Java is the main part of the lunch, there known as "rice tafel."

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On a Japanese steamer, with mostly European passengers, the officers had a vegetarian dinner every other day, but on trains in their own country the meals were like our own, and seemed to be quite generally taken by the Japanese. Our agglomerations in cities has obliterated the hospitable customs of earlier days, which still prevail to the east of Suez and even in Egypt. In India and China a necessary part of even an initial social reception is tea and slight cakes. Frequently these are produced as a preliminary to business, also at entertainments such as the Cherry-blossom dance in Japan.

For Europeans in the east there are no cooks superior to a Chinaman or an Indian, preferably a Goanese. On one Japanese steamer, where every one of the crew from commander to cabin boy was Japanese, the cook could completely hold his own with Americans on pies, Indians on curries, Russians on soups, and French on ragouts. No housewife at home can be more cleanly about cooking vessels or the food than are the Orientals, and much of their practice in India is governed by religious rules. The eastern lives lightly as regards food. A powerful Arab living on a few dates and water is no traveller's tale. Fish is a large article of diet, for natives as well as travellers, wherever we went, but especially in the East and Far East. Poultry and eggs were also very general. Peacock in India and bear in Oregon were two unusual diets we happened upon, the former a sacred bird no Indian would touch.

If Scotland has given the world a breakfast dish, our national beverage has attained equal cosmopolitanism, as whisky has penetrated every land we visited. Coffee is in general use in Latin and Teutonic countries and largely in the United States, while tea is in common use in the east, but, dominant as it is nowhere else in Australasia, being there the accompaniment of every meal. In the east it is usually taken without either milk or sugar. A large part of the population of South America uses

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“Yerba matte,” a decoction from the leaves of a shrub growing wild in Paraguay and Argentina, which is said to be meat and drink and on which sustained labour can be undertaken. It acts as a stimulant without intoxication. It is infused individually by freshly-boiled water from a small kettle poured on the leaves in a calabash cup, then the liquid is drawn free of leaves through a silver tube, with perforated bulb at the end (called a bombilla), placed in the cup. Milk is, of course, all the world over, a natural food for the young. The liquid in fresh coconuts is also used, and frequently we had the pulped white of the nuts served like a custard.

The Japanese have become adepts at brewing a Pilsener beer, largely used as mineral waters are by themselves, but also exported westwards to what we call the Orient.

Imported wines and other spirits than whisky are comparatively little used abroad. Wines of local production in South America and Australia are generally consumed locally. There are also locally-made spirits used by many native races in the east, such as “toddi,” a fermented coco-nut water among the Malays, and “saki,” distilled from rice, in Japan. Vegetable anodynes, “hasheesh” or “bhang,” from Indian hemp, in the middle east, and opium in the far east, are chewed or smoked to soothe the nerves and to produce pleasant dreams. The Moslems by their religion abstain from all alcoholic drinks.

Fruit is an important part of the food of all Orientals, and in various countries, according to the period of the year, we had opportunity of eating many varieties, which even cold storage does not open to the western market. Mangoes, chicos or naseberries, mangosteen, soursop, sweetsop, durian are some of these. Pine-apples, paupau or papiya we do get at home carried in freezers, but they do not taste like the freshly-gathered fruit, and, indeed, the same applies to bananas, which have

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always to be green when shipped home. Jamaica is the great producer of bananas, but there we had the experience of almost every tropical fruit. Many of our common fruits we had in great perfection in Canada and the United States. Peaches, prunes as a particular plum is called, and apricots just ripe, picked when eaten, have a lusciousness which carried fruit has not. We had strawberries in Australia and China, but not equal to home grown. Californian oranges are unequalled, but those of Jaffa compared closely, and even on the Nile, at Luxor, we had delightful refreshing fruit pulled from the trees, grateful in the extreme heat. California has given great attention to melon growing. Canteloupe and honey-dew melons, when obtainable, made a good preliminary to breakfast. Tomatoes, of course, were available everywhere, but seldom equal to those grown at home. An avocada pear, alligator pear or palka, as it was called in South America, frequently was served before dinner with vinegar and pepper, eaten with a spoon. It had a dark green exterior wrapping, not edible, with a firm, butter-like interior. Another appetiser was grape-fruit, the best of which was grown in Florida. We heard of birds' nests, very ancient eggs and fattened puppies, being eaten by the Chinese as delicacies, but were satisfied not to share their enjoyment; neither did we try eating from a family bowl or experiment on the use of chopsticks.

Salads have, in the east, to be eaten with discrimination, but cooked vegetables are safe and the variety available is endless. Most of our home varieties are to be had where Europeans live; some of them are grown and eaten by the natives all over the east. Yams and bread-fruit are available in tropical lands. Bamboo shoots are a delicacy. We thought them tasteless. Sweet potatoes, egg plant (like an aubergine), sayor putch (a big white radish), ladies' fingers (like a small cucumber, with tiny peas inside) were all eaten in tropical lands and

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were regularly used by Chinese, Tamils, and Malays. Certainly such food is more suitable than meat for hot countries, though the Briton travelling, when he gets among compatriots, does not resent their efforts to let him have a real home meal. We had three New Years' days abroad: in Jamaica, Sydney, and Agra, and in each case temperature of over 90°, but that did not preclude the usual turkey and plum-pudding fare.

The Outer Man and Woman—Dress.

OUR western idea is that where clothes are concerned man's part in the play is a very subsidiary one, but in the east the case is entirely different. From highly-placed dignitaries of the Roman and Greek Churches in Europe to the princes of India, the mandarins of China, and the Mikado of Japan is no great leap. The elaborateness of the robes is part of and an important part of the official dress, as, in a less degree, are our European navy, army, and diplomatic services parade uniforms. When it comes to a question of dressing the part, the east has it all the time. The garments of the higher ecclesiastics, worn on rare occasions, do run the Indian royalties hard, but the jewelled adornments added to their silks and embroideries completely eclipse the churchmen, and we may concede that the Indian prince is the most gorgeously dressed male human in the world.

Western travellers, men especially, have little opportunity of seeing the indoor dress of Indian women. Though their complexions are darker and their features different from western women their natures are very much alike. They love dress and even enjoy adorning themselves. The coiffure gets much attention without perhaps the variety of their Occidental sisters. Vanity-boxes, cosmetics, and mirrors were used in the Far East when our ladies wore skins and applied woad to their bodies. A partiality for flowers and jewellery as adornment goes back as far as history. Our ladies begin to affect divided skirts and even undisguised trousers, but

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these have been common in the east for hundreds of years, from Persia to Japan. We saw in Japan girl cadets in tunic and trousers being drilled there, and such dress and drill were no western innovation, but had been worn and practised for generations by the women of Saumarai families, who, when their men were fighting their country's battles, had to defend their ancestral homes. Out of doors the non-purdah women of Ceylon and Burmah wore brilliant colours daringly, but not disturbingly contrasted. Many wore handsome and costly jewellery. Some races, such as the Javanese and Malays, carry their wealth in that form. The women wore garments of a peculiar locally-made cotton print, called Batok. The designs are marked off with hot, fluent wax at the point where the colour being applied is to stop; the pigment is painted on, dried, and the wax removed; the process is repeated for each colour, and the effect when completed is quite unique. This is largely women's work in the towns around Djokjakarta, the oldest city in Java. While we were in Calcutta, the wife of the Lieutenant-Governor of Bengal held a reception of Indian ladies, and the descriptions of dress published, amply bore out the claim that they are elaborate and costly to a degree which far surpasses anything in the west. Indoors there were only a few exceptional opportunities of seeing Indian ladies' dress, and these showed larger proportionate expenditure than on the other items of cost of living, housing and food; also good taste in the selection of materials and colours. In China and Japan we had many opportunities of seeing both outdoor and indoor dress, which may be described as handsome and heavy in the one case, graceful and elegant in the other.

There are no season's fashions in frocks in the east, so the "last word" has no meaning. Anyone can, and it is well recognised as being done, wear mother's, grandmother's, or earlier ancestor's frock without hesitation. In the south-west of India, at midday, ladies go even

The Outer Man and Woman—Dress

more *décolleté* than in any British ballroom, and have done so for hundreds of years.

There is a tendency more marked in Japan than farther west for both sexes to wear European clothes. In neither case did it seem a change for the better. It is to be hoped that the Orientals will realise that here, if anywhere, is the reason for conservatism. Of the suitability and gracefulness of the time-honoured dress habits in the east there can be no question.

Social Conditions—The Position of Women and Children.

RELIGION seriously affects social conditions in all Asiatic countries. Mahomedanism ignores women and Hinduism does not allow women to take any active part in its public ritual, yet in both cases women have an important place. They cannot by any rule of man be excluded from their natural first place in the upbringing of the next generation. In Burmah there are no caste restrictions, while in Ceylon they are practically abandoned. Obviously, the position is entirely different in these two countries, as the population generally has the sexes mixing as freely as in Europe. Further east, in Malaya and Java, the position is like that of Ceylon. In China the women seem less in evidence; the position there is not so much one of inferiority as of a sacred seclusion, yet at outdoor work, agricultural as well as labourer's work, they seem to preponderate.

Undoubtedly women's position in the east is on the whole inferior, and undesirably so. They themselves generally are conservative; more opposed than men to change of long-established conditions. They are also credulous and superstitious, and only the slow movement of education will alter these defects. In China the pig-tail custom of the men and binding the feet of the women are gradually going. There were very few of either visible in Peking. The unchanging east is now moving. Nature is stronger than man-made rules. China has

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hardly forgotten the great Empress-Dowager. India's greatest memorial structure, admittedly the finest monument of human devotion in the world, is to a woman. Among the Hindus the woman is the ruler in all domestic affairs. She prompts the pilgrimage plans. She officiates at the daily offering, lights the lamp before the shrine, and chants the hymn; reads to the children the sacred books telling the deeds of the gods; teaches the children to prostrate themselves in prayer. So well is her place recognised that a current proverb is, "A man is a lion abroad, but a jackal in his own home." It reminds one of "John Grumlie" and other classics at home. Although the British Raj is most guarded in interfering with any religious practices, *suttee* is now practically abandoned and the age of actual marriage raised to maturity. Medical missions have done much for women, and there is a steady increase in the number of native qualified medical men and women in India and Japan.

The races of India vary enormously in degree of colour, from the Kashmiri, very much like ourselves, to the Goanese, like negroes, while in their range of intelligence and practices they are certainly fully as different as the various races in Europe. The people approaching most nearly to ourselves is the small but influential body of Parsees, mostly in Bombay Province. They have no caste and no early marriage.

Children in the east have a very good time. What strikes a western is their early maturity, enhanced by the common practice of dressing them like their elders. Working women constantly carry round their babies in India, generally astride on their sides; farther east, on their backs, but they are soon handed over to members of the family only a little older. Everywhere there are only a few years between the infants and their nurses.

Men in all the countries delighted in the young life, especially the fathers with their little girls. One Englishman, whom we met just as he came from China

Social Conditions—Women and Children

to Japan, had been most strongly impressed by the absence of pocket-handkerchiefs, the need for which was most noticeable among the children, and he suggested that Mr. Rockefeller might be well-advised to inaugurate the great Health Institute in Peking, now building and bearing his name, by a free distribution of these by the million. Japan and China are great on children's toys. Kite-flying is universal, and we were constantly coming across strange forms of kites. The children in the east are very happy creatures. Burmah and Japan take the lead in ideas for giving them pleasure—possibly the freedom of the women is an important factor.

Builders.

THE houses we live in, the roads we make, the walls which enclose and protect us, and our shrines or places of worship are the most characteristic manifestation of a people's ideals. The religious and philosophic Greeks built temples, the masterful Romans constructed roads, but by that time the Near, Middle, and Far East had each made their manifestation. The pyramids and sphinx then were antique; even Thebes was aged. Many of the finest Hindu temples were contemporary, while the greater part of China's Great Wall was serving the purpose of its builders. Asia and North Africa were middle-aged; Europe was still a lusty, growing youth. What are the outstanding features of these manifestations? In massive solidity, austere strength, rarely with gracefulness, the pyramids and temples of Egypt are remarkable; rugged masses of stone crudely wrought; huge, hard and strong. The Inca remains in Bolivia, and Peru may be placed in the same category. In patient work, time unlimited and freely given, minute and beautiful and accurate in detail, the most perfect examples are the Hindu work in India, Ceylon, and Java of about two thousand years ago. The remains in Greece, as well as in Italy and at Baalbec, well illustrate the Greek and Roman expression of bold and graceful outline with fine detail, the temple of Bacchus at Baalbec being an outstanding example.

Religious motives have largely inspired the finest structures in east and west. The Shwe Dagon Pagoda in Rangoon, the Altar of Heaven and the Temple of Heaven in Pekin (both magnificent examples of enduring work); the Dilwarra Temples at Mount Abu in Rajputana; the mosques of Constantinople and Cairo, as well as the

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Christian fanes, Gothic and Renaissance, of Europe, are all of this class, each in its own way giving expression to high religious feeling.

Japan is disappointing as regards buildings. There are few really impressive. The shrines are mostly of wood, and gaudily painted. Some of the palaces are of stone, mostly very simply furnished. The wonderful Indo-Persian creations in and around Agra, the Taj Mahal, the tomb of Itimad-ad-Dowlah, Akbar's tomb at Sikandra, and the abandoned capital at Fatipur Sikri are the finest and most perfect examples of architectural expression in the east, and we can hardly find anything in western countries which can be compared with them. The Moorish work of Southern Spain is of the same order, but falls far short in design and execution.

What of modern work? In the east, and especially in Malaya, there were some interesting and not unsuccessful efforts to adapt eastern outlines to public service buildings. Modern Athens has in her perfect material—Pentelicon pure white marble—a great advantage, and University Street there is on a small scale a creditable effort. America does not profess to do more than copy classical forms. The Capitol at Washington and the Pennsylvania Station in New York do this successfully, but generally in Europe and America, Government and other public buildings, hotels, libraries, and railway stations are sadly wanting in originality or expression of other than utilitarian ugliness. The new Delhi will test Britain. What is visible promises well, but of course this is not an Indian expression but a British. The temporary Delhi looks like Earl's Court. We had several opportunities of seeing good class dwelling-houses in the Near East—*i.e.*, around the Mediterranean—and were surprised at their handsomeness. That of course was all within, as no portion of such houses is visible from without. Decoration and furniture were luxurious and in good taste.

Craftsmen and Artists.

THERE is much of what may be called hereditary craft in the east. In India the caste system lends itself to the son following his father's occupation until his skill becomes almost a hereditary instinct. In China there are very ancient craft guilds still operative on lines very similar to those of Continental and British institutions, now only of historical interest or surviving in their benign work of helping disabled brothers. Does the Oriental workman know how to exercise his craft, and, if so, does he turn out a creditable article? Take house furniture. The Japanese do not cumber their houses with much, but that little is well-contrived, daintily made, and artistically decorated. The Chinaman, possibly because he uses it more, makes a stronger article of more perfect workmanship. He sits on a chair; most Orientals sit or squat on the floor. Some of his cabinet work, with mother-of-pearl decoration and the component parts firmly held together by wooden angles and keys, is perfectly marvellous. The workshops of Canton, all in one quarter, were crowded with good work, evidently for home consumption. Seoul in Korea, was a great curiosity shop. We saw one private house there filled with beautiful old pieces, the feature of which was brass work combined with well-grained hard wood, dimly polished. The collection of highly artistic furniture in the Imperial Museum, Peking, is unique. Generally metal work is carried to greater perfection in India than further east. There were in the old days of constant

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fighting a race of armourers with great skill in supplying the elaborately decorated weapons, and the skill of the descendants has been turned to household decorative work, especially combining metals, such as "bidri" work, which is ground-work of gun-metal, with silver designs hammered in, and engraving and inlaying on brass, as at Benares, Moradabad, and Jaipur. We saw extraordinarily fine brass work of the present day in Java at Djokjakarta. Damascus work, gold on gun-metal, is carried on in the north-west of India; but we saw the finest work of this kind in Kyoto, Japan.

There was no mosaic work in the east at all comparable with that in Spain, particularly in the mosque at Cordova. The Chinese shoemaker, entirely by hand, does work well equal to the costliest London makers, and his leather endures. On decorative work, such as lacquer, combined metal and porcelain, or cloisonné, the Chinamen excel in every way, and their work is not contrived or designed by a master and executed by a mechanical servant-worker, but throughout embodies the thought, taste, and skill of one man, a creative artist. In India the mason and smith wrought together as early as the thirteenth century on the forged structural iron-work as instanced in the Black Pagoda at Kanarak, in the north-east of Madras Presidency.

In jewellery India has long been predominant; the availability of precious stones is a factor, and there are also very highly skilled silversmiths. The productions of these craftsmen are favourite forms of investment among the simple Indians, who prefer the compactly material form to incomprehensible "scraps of paper." To some extent the same preference applies to China, but the bank idea has long been familiar there. The skill and artistic work of their silversmiths competes creditably with the whole world.

The weaver's craft has certainly as long a history in the Orient as those already referred to, and it is no

Craftsmen and Artists

exaggeration to say that, with only the most primitive appliances, there has been produced as fine work as by machinery in modern times. Largely working in silk, as we saw them doing in each country visited, and with great natural taste, both for design and colouring, and of course with weather conditions encouraging brilliant colours and dainty fabrics, the Oriental weaver produces articles of the very highest class. The embroiderer, often a man, though it is also woman's work, has an important part in decorating the fabric which the weaver has produced, and from India to Japan they vie with each other, not only in making work for men's and women's dress, but in draperies, table decoration, and hangings. Dyeing is a familiar household occupation in the east, and the dye-stuffs give not only beautiful but durable colours. The finest of carpets are produced in Persia as prayer rugs of silk and wool, but the luxury of women's quarters in India and further east is responsible for the production of floor-rugs and carpets of wonderful design and colouring, all hand work, generally of young boys and girls under an adult's guidance. Sculpture is dormant in the east. The only output which came under our notice was Buddhas in the neighbourhood of Mandalay, which seemed to be exported all over the East and Far East.

Drawing and painting are more vital arts. Curiously, there was no indication that painting in oils was ever practised in the East. Japan excelled in water-colour painting, but both they and the Chinese have marvelously vigorous and lifelike black-and-white work, as well by brush as by pen and pencil. The skill required to make their written ideographs is also applied to figure-drawing.

We could discover no charm in eastern music.



XXXIV.

The Oriental's Point of View.

IN intercourse with the peoples of the two Americas we had many opportunities of hearing their point of view of the British, specially the English, plainly put to us. They do not accept us at our own valuation. No doubt they see us from a different angle, and their view was not always complimentary, but it was wholesome for us. We are not the only people who may be seen by different people from diametrically opposite points of view. A droll experience we had in finding at Seattle, Washington State, a Japanese noble metaphorically on his knees doing penance on behalf of his nation to the Americans over deliveries inferior to sample during the war; and when we got down to Buenos Ayres a similar scene was staged, but the Argentinos were the plaintiffs and the North Americans were in the dock on exactly the same charge.

In judging of Asia it is of transcendent importance that we should know the point of view of its inhabitants, who are nearly two-thirds of the human race, and none of the 300,000,000 of India and few of the 400,000,000 of China but are of an earlier civilisation than our own. In India one begins to realise how many different races there are, quite as varied as the extremes of the European nationalities, and, no doubt, though the western cannot discern it, there are equal differences among the 400,000,000 of China, but one thing is certain that only a small percentage of that 700,000,000 are primitive and uncivilised. They have acute minds and fine ideals.

Zig-Zagging Round the World

The Moslem with his obeyed Koran and call to prayer, heard and heeded five times a day, comes nearer to being religious than many so-called Christians. The Hindu, with his many gods, reincarnations, pilgrimages, and well-kept rules of life, often has good reason to despise what he sees in nominal Christians. The Confucians have all the religion of Christ except the Redemption as their daily guide ; they cannot fairly be described as heathen. The Christian faith they hear of and admire, but the bulk of its visible examples are mighty poor arguments for our faith. The uppermost and most visible motives of the great bulk of the Europeans in India are desire of wealth and position. All honour to the small body of earnest missionaries who toil on hopefully among such an unimpressible multitude.

Two interesting writers in recently published works make comments on the Chinese :—

Emile Hovelague, in "La Chine" (1920), writes : "The civilisation of China has stood its tests. It has provided countless generations of men with food, not only for the body, but for the soul. It has been a school of moral beauty and virtue, of gentleness and wisdom. It has given to China a degree of happiness, and to the life of her people a stability and harmony which have never been excelled (the Chinese would say 'never equalled') by any other civilisation."

J. O. Bland, in his "China, Japan, and Korea" (1921), refers to present-day conditions in these countries in the following words : "Never has there been a race more worthily deserving of protection at the hands of humanity. For, say what you will, that very passive philosophy which exposes China to the rapacity of earth-hungry Powers, approaches more nearly to the essential principles of Christianity as laid down in the Sermon on the Mount than the every-day practice of most Christian nations."

The Great War between Christian nations, each

The Oriental's Point of View

invoking the same Divine aid, causing a slaughter compared with which all Asiatic figures are insignificant, quite reasonably makes the Oriental pause and ask whether a civilisation and religion under which such things can be is desirable for them. The war has certainly aroused expression of desire on the part of the Orientals, now under foreign powers, to have independence or more voice in the government of their countries.

We had opportunities of seeing two other European powers as Colonists, the French and the Dutch, and undoubtedly they identify themselves with their colonies as our people do not. They live for and die in the Colonies, and frequently intermarry with the people among whom their lot is cast. The British attitude is that of a superior race only there for a term, earning a pension or amassing a fortune, on which they retire to the Old Country. The mean of these two attitudes is the desirable course. Similarly there are plenty of stories, well substantiated, of stupid young swankers ill-treating Indian princes, and there are undoubtedly hundreds of cases where British officials and soldiers are admired, trusted, and loved by highly-educated and highly-placed Indians. In the Native States one hears little of disaffection or disloyalty, possibly because it is well known that any such open expression would at once be sharply dealt with. Indian aspirations for taking increased responsibility in governing their own land are being encouraged, and a gradual progress in that direction has been forecasted by the Home Government. Even among themselves there are indications that there would not generally be that confidence in the purity of the services which has characterised the past. It is a difficult position and the solution lies in going cautiously, and the Indian will be well advised not to press for rapid progress. Japan, an absolute military monarchy, seems to make more progress towards western civilisation than does China—a chaotic Republic. The United States gave Cuba her independence to the dis-

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advantage of that people, and in the Philippines are not likely to take the same course. The whole interest of Britain and the European powers generally is to make strong stable communities throughout the Orient. Study of the Oriental's point of view is the essential preparation for enabling the European to assist and guide the millions of Asia to this goal.

Many lands were visited, and we had much intercourse with many peoples. All were interesting, but we shared the fate of many travellers in that we thoroughly succumbed to the charm and fascination of the East and Far East. Indelible impressions of India and China we shall carry through all our days here and possibly even to the hereafter.

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